The Hong Kong Daily Press.

No. 5629 號九十二百六千五第 日九初月一十年亥乙緒光 HONGKONG, MONDAY, DECEMBER 6TH, 1875. 一年禮 號六月二十英 港香 [PRICE $2½ PER MONTH.

Arrivals.

December 4, TYBURNIA, British ship, 948, R. Colder, Sydney 25th October, Coals.—ORDER.

December 4, FABIUS, Siam ship, 635, G. F. Stolze, Chefoo 26th Nov., General.—KIN-TYE-LOONG.

December 4, KWANGTUNG, British str., 491, Pitman, Foochow 1st December, Amoy 2nd, and Swatow 3rd, General.—D. LAPRAIK & Co.

December 4, ESMERALDA, British str., 396, Theband, Manila 1st December, General.—A. MACG. HEATON.

December 4, YUNG-CHING, Chinese str., 661, Gibbon, Shanghai 1st December, General.—C. M. S. N. Co.

December 5, ZAMBOANGA, Spanish str., 579, Arrechavala, Manila 1st Dec., General.—REMEDIOS & Co.

December 5, HINDOSTAN, British str., 991, T. S. Gardner, Calcutta 18th November, Penang 24th, and Singapore 27th, 363 chests Opium, 2,058 bales Cotton, 651 bags Saltpetre, and 1,540 packages Sundries.—D. SASSOON, SONS & Co.

December 5, ARGYLL, British str., 1,271, D. Scott, Calcutta 18th November, Penang 25th, and Singapore 27th, General.—JARDINE, MATHESON & Co.

December 5, ESTERONA, British str., 669, L. B. Hubback, Bangkok 23rd Nov., Rice.—BIRLEY & Co.

December 5, ADRIA, British str., 780, W. E. Breeze, Bombay 5th November, Columbo 12th, and Singapore 24th, General.—P. & O. S. N. Co.

December 5, THINGVALLA, Danish steamer, 1,577, A. Mourier, Antwerp 11th Aug., Port Said 27th, Suez 31st, Aden 7th September, and Singapore 30th October, Iron, Matches, and Glass.—WM. PUSTAU & Co.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, DECEMBER 4TH.

Namoa, str., for East Coast.
Humboldt, for Bangkok.
Pardo, str., for Swatow.
Gunga, str., for Saigon.
Montgomeryshire, str., for Yokohama.
Rajah, str., for Swatow.
Uranos, for Singapore.
Laju, for Whampoa.
Singapore, str., for Singapore and Melbourne.

Departures.

December 4, FLODDEN, for Melbourne.
December 4, VOLGA, str., for Yokohama.
December 4, ACHILLES, str., for Singapore.
December 4, SINGAPORE, str., for Singapore.
December 4, GUNGA, str., for Saigon.
December 4, NINGPO, str., for Canton.
December 4, MENZALEH, str., for Shanghai.
December 4, NAMOA, str., for East Coast.
December 5, ZEPHYRUS, for San Francisco.
December 5, YUNG-CHING, str., for Canton.
December 5, PARDO, str., for Swatow.
December 5, MONTGOMERYSHIRE, str., for Yokohama.
December 5, LAJU, for Whampoa.

Passengers.

ARRIVED.

Per *Kwangtung*, str., from East Coast:—Captain Grant, R.N., Messrs. Fowler and Evans, and 137 Chinese, deck.
Per *Hindostan*, str., from Calcutta, &c.:—Mrs. T. S. Gardner, Messrs. Ritchie and Forbes, and 190 Chinese, deck.
Per *Yung-ching*, str., from Shanghai:—Mr. Murray and 15 Chinese.
Per *Esmeralda*, str., from Manila:—Mrs. A. Coates, Messrs. F. E. Foster, H. C. Gray, and A. Grundy, 8 Europeans, deck, 5 Malays, and 166 Chinese.
Per *Zamboanga*, str., from Manila:—For Amoy.—101 Chinese.
Per *Estepona*, str., from Bangkok:—16 Chinese.
Per *Argyll*, str., from Calcutta, &c.:—280 Chinese.
Per *Adria*, str., from Bombay, &c.:—44 Chinese.
Per *Thingvalla*, str., from Antwerp, &c.:—For Hongkong.—170 Chinese. For Shanghai.—Miss Nelson. For Yokohama.—Mr. Thompson.

DEPARTED.

Per *Singapore*, str., for Singapore, &c.:—For Sydney.—Messrs. J. Ward and Molesworth, one distressed seaman, and 147 Chinese.
Per *Namoa*, str., for East Coast:—For Swatow.—Mr. Payne. For Amoy.—Mr. J. R. Enton. For Foochow.—Bishop Burdon. For Coast Ports.—100 Chinese.
Per *Menzaleh*, str., for Shanghai:—Mr. and Mrs. Hawtrey, Messrs. W. E. Lang, Pye, Gibb, R. de Sauz, and Magnino.
Per *Volga*, str., for Yokohama:—Mrs. Walanabé and 2 servants, Mrs. Nakasima, Mrs. Kaufmann and servant, Sisters St. Lizier and Marie, Messrs. Tourillon, J. W. Lake, and Peyer.
Per *Montgomeryshire*, str., for Yokohama:—Mr. and Mrs. Brindley and 2 children, and Rev. Mr. Jenkins.
Per *Gunga*, str., for Saigon:—4 Cabin and 56 Chinese.

TO DEPART.

Per *Humboldt*, for Bangkok:—2 Cabin and 80 Chinese.
Per *Rajah*, str., for Swatow:—37 Chinese.
Per *Uranos*, for Singapore:—20 Chinese.

Reports.

The Siamese ship *Fabius* reports left Chefoo on 26th November, and had good fair monsoon throughout.

The British steamship *Zamboanga* reports left Manila on 1st December, and had strong N.E. monsoon throughout.

The British steamship *Argyll* reports left Calcutta on 18th November, Penang on the 25th, and Singapore on the 27th, and had Northerly winds and equally weather most of the passage.

The Chinese steamship *Yung-ching* reports left Shanghai on 1st December at 2 a.m. Had strong N.E. monsoon and dull rainy weather throughout. Arrived in Hongkong on the 4th at 3.30 p.m.

The P. & O. steamship *Adria* reports left Bombay on 5th November, Columbo on the 12th, and Singapore on the 24th. Had moderate monsoon and fine weather the first part; the last three days heavy monsoon and dark cloudy weather with high sea.

The British steamship *Estepona* reports left Bangkok on 23rd November, and had fine weather with moderate winds the first 24 hours, from that to Cape Padaran on the 29th heavy N.E. gales and a heavy sea, then light variable winds and calms till the 1st instant off Cape Varela; from thence heavy N.E. gales and a high sea sweeping the decks.

(*For continuation of Shipping Reports see third page.*)

Auction Sales To-day.

None.

To be Let.

TO LET.

SOME HOUSES on PEDDAR'S HILL, No. 2, SEYMOUR TERRACE.
No. 7, GARDEN ROAD, known as "HARPERVILLE."
Apply to
DAVID SASSOON, SONS & Co.
tf 512 Hongkong, 4th October, 1875.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

TO LET.

THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.
Apply to
REMEDIOS & Co.
tf 131 Hongkong, 22nd January, 1875.

TO LET,

Possession on the 1st January, 1876,
THE PREMISES on the Praya, known as Messrs. DENT & Co.'s CENTRAL BUILDING.
ROZARIO & Co.
1587 Hongkong, 25th October, 1875.

TO BE LET,

With Immediate Possession,
THE HOUSE No. 7, Gough Street. Apply to
GIBB, LIVINGSTON & Co.
1473 Hongkong, 29th September, 1875.

TO LET,

With Immediate Possession,
THE Semi-detached RESIDENCES Nos. 1 and 2, WESTBOURNE VILLAS, Bonham Road.
HOUSES on Upper Mosque Terrace.
All with Gas and Water laid on.
Also,
A First-class GODOWN at Wanchi of about 5,000 tons capacity.
Apply to T. G. LINSTEAD.
1464 Hongkong, 28th September, 1875.

TO LET,

With Immediate Possession,
TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co.
The Upper Portion of the PREMISES, No. 44, Queen's Road, lately in the occupation of Messrs. G. DUHOST & Co.
The HOUSE, No. 35, Wellington Street, lately in the occupation of Messrs. ROSE & Co.
The DWELLING HOUSE and OFFICES, No. 1, Stanley Street, lately in the occupation of Messrs. DREYER & Co.
The HOUSES, Nos. 11, 13, and 15, Gage Street.
The DWELLING HOUSE, No. 4, Alexandra Terrace.
The STORE and DWELLING HOUSE, No. 31, Queen's Road, at present in the occupation of Miss GARRETT. Possession from 1st November.
DOUGLAS LAPRAIK & Co.
tf 1550 Hongkong, 23rd October, 1875.

TO LET.

THE PREMISES lately occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND..... 100,000 of Dollars.

Court of Directors:—
Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. Bellios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | A. Melver, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 „ 4 „ „
12 „ 5 „ „
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 12th August, 1875.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.
A Discount of 20 % allowed.
HOLLIDAY, WISE & Co., *Agents.*
48 Hongkong, 8th January, 1875.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.
Established 1809.
CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %)
GILMAN & Co., *Agents.*
tf 1063 Hongkong, 7th July, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
1335 Hongkong, 26th August, 1874.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 951 Hongkong, 17th April, 1873.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

Intimations.

MACEWEN, FRICKEL & Co. HAVE FOR SALE, BY LATE ARRIVALS,
COPYING PRESSES.
ENGINEERS' FITTINGS.
WHITWORTH'S TAPS and DIES.
TAPE MEASURES, 100 feet.
BENCH VICES.
GALVANIZED IRON CHAIN, assorted sizes.
SEIZING WIRE.
IRONMONGERY.
COFFEE MILLS, with Fly Wheels.
Kentucky, Ballard, and Sporting RIFLES.
GLASSWARE, complete sets.
DINNER SERVICES.
CUMSHAW TEA, in 5 cy. and 10 cy. Boxes.
DELABUE'S PLAYING CARDS.
MANILA CIGARS, Cavite and Fortin.
BUCKWHEAT and RYE FLOUR.
CRACKED WHEAT and HOMINY.
BASS'S ALE, bottled by CAMERON and SAUNDERS, in Pints and Quarts.
AITKEN'S Falkirk ALE, in Pints and Quarts.
JEFFREY'S Edinburgh ALE. „ „
GUINNESS'S STOUT, bottled by E. and J. BURKE, in Pints and Quarts.
Pale Dry Dinner SHERRY.
SACCONE'S SHERRY.
Fine OLD PORT.
Breakfast and Dinner CLARETS.
HOCK and SAUTERNE, MOSELLE.
HENNESSY'S BRANDY, One, Two, and Three Star.
VICTOR BOULLAND'S BRANDY.
COURVOISIER'S do.
MARTELL'S do.
La Grande Marque do.
CURACOA, MARASCHINO, and CHARTREUSE.
GINGER WINE.
Glendee WHISKY.
KINAHAN'S LL WHISKY.
BOURBON WHISKY.
KRUG'S CHAMPAGNE, in Pints and Quarts.
JULES MUMM'S do. „ „
An Assortment of CHRISTMAS STORES, from JOHN MOIR and SON, and CROSSE and BLACKWELL.
342 Hongkong, 1st December, 1875.

FOR SALE.

LETTS' DIARIES for 1876, in every variety.
LANE, CRAWFORD & Co.
tf 1560 Hongkong, 19th October, 1875.

COAL DEPOT.

COALS of all description supplied to Steamers by the Undersigned.
Orders may be left at the Godowns, Wanchai, with Mr. J. MACLEHOSE, or LEONG AH YON, Praya.
LANDSTEIN & Co.
6m 1620 Hongkong, 1st November, 1875.

DEATH TO WHITE ANTS.

THE Undersigned has received a further supply of MALPAS'S PATENT COMPOUND for Preserving Timber from the Ravages of White Ants.
One Package will prepare 200 superficial feet of Flooring. Price 50 Cents per Package.
W. H. NOTLEY,
For B. Davies, Sole Agent for China.
No. 6, Stanley Street, 1st Oct., 1875. [3m 1481

DUC DE MONTEBELLO CARTE BLANCHE CHAMPAGNE:—
Quarts,.....$15 per case (1 dozen.)
Pints,.....$16 „ „ (2 „)
5 % discount on 25 Cases.

BOURBON WHISKEY,
$12 per case (1 dozen.)
FOR SALE BY
HEARD & Co.
975 Hongkong, 23rd June, 1875.

DANISH CONSULATE,
Hongkong, 13th August, 1875.

NOTICE is hereby given, that Charts of Hongkong, shewing the track of the GREAT NORTHERN TELEGRAPH COMPANY'S CABLE have been placed in the Harbour-master's Office, as well as in this Consulate, for the information of Shipmasters and Pilots. If any vessel should accidentally get hold of the Cable and bring it to the surface, the Master is requested to do all in his power to clear it without damaging it.
The following is the exposé of the track of the Cable:—
On the Island of Hongkong the Company's Cable is landed in the middle of Deep Water Bay, from where it runs about South midway between Middle Island and Hongkong Island, round Round Island, curving S.E. and E. midway between Tytam Peninsula on Hongkong Island and Lochau Island, and midway between Tyloag Head (Cape d'Aguilar) and Soon Kong, from which place it runs East for about a hundred miles, then gradually bending Northward in a distance 25 to 30 miles off the coast of China.
At 25 miles S.S.E. of Chapel Island a Cable branches off, and runs N.N.W. two miles to the Northward of Chapel Island between Woo Seu and Chanchat Rocks, close to the North of Tsing Seu, close to the North of Tacpan Shoal, and close under Tacpan Point, from where it runs in a straight line to the landing place, which is just inside the Southern Point of the Island of Kulang Seu.
From 25 miles outside Chapel Island the Cable runs N.E. about 30 miles outside Chimmo, 15 miles off Turnabout, 30 miles off Tung Ying, from which place it bends more Northward, 35 miles off Pih Ki Shan, 20 miles off the Hio Shan Islands, 30 miles off Tong Ting to North of the Leuconna Group, where it rounds and turns West until it, at a point midway between the Northernmost Island of the Chin San Group, runs within a mile South of Davis Islands and S.W. and W. of Morrison Island up to Gutzlaff, where it is landed on the South West side.
Starting from the same place on Gutzlaff two Cables follow the East and North side of the Yangtsze River's South Bank, as near inshore on the bank as possible right up to Pheasant Point, where they turn into the Woosung River along the right bank until they cross the Woosung River close beneath the Bar Marks, and are landed on the left Bank at the Company's Station.
From Gutzlaff the Cable to Nagasaki is running S.E. midway between Napier's and Bonham's Islands, and midway between Bonham and Brooke's Islands, then Easterly, North of Childer's Rock and four miles South of Barren Islands, from which place it runs in a straight line about E.N.E. till midway between Pallas Rock and Meac Sima (Assee Eers) on the coast of Japan.
H. KLÆR
1326] *Acting Consul.*

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.
On risks to all other ports, the brokerage will be ten per cent. (10 %) only.
WM. PUSTAU & Co.,
Agents.
tf 131 Hongkong, 21st January, 1874.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE,
137, LEADENHALL STREET, LONDON
ESTABLISHED 1845.
THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

Intimations.

NEW GOODS FOR THE SEASON.

LANE, CRAWFORD AND Co.
INVITE INSPECTION OF THEIR
GOODS FOR THE SEASON,
Ex *Galatea, Montgomeryshire, Cawdor Castle, Avoca, &c.*—
BLANKETS.
CARPETS.
HEARTH RUGS.
PURDONIANS.
FIRE GRATES.
FENDERS and IRONS.
TODDY WHISKY.
TODDY KETTLES.
KID GLOVES.
BONBONS, in Beautiful Boxes.
CHRISTMAS TREE ORNAMENTS.
CHRISTMAS TREE CANDLES.
JEWEL CASES.
PERFUME CASES.
PAPETERIES.
Ladies' WORK BAGS.
Ladies' WORK BOXES.
Ladies' DRESSING CASES and BAGS.
Gentlemen's DRESSING CASES and BAGS.
PHOTOGRAPHIC ALBUMS.
SCRAP ALBUMS.
RECORD ALBUMS.
BOOK SLIDES.
LAWN TENNIS.
BADMINTON.
KRUG'S CHAMPAGNE.
TOILET BOTTLES.
PIN TOILET SETS.
GLOVE BOXES.
FINE OLD JAMAICA RUM.
SURPRISE BOXES.
ROCKING HORSES.
MECHANICAL TOYS.
DOLLS, Dressed and to Dress.
TOYS, in great variety.
INKSTANDS.
LIQUEUR STANDS.
BRONZES.
GOULET'S CHAMPAGNE.
CHRISTMAS CAKES.
VASES.
VERY OLD BRANDY.
STATUETTES.
FLOWER STANDS.
MEERSCHAUMS.
PARISIAN BONBON BOXES.
CARD TRAYS.
COTHERSTONE CHEESE.
ISIGNY BUTTER.
SPICES.
PLUM PUDDINGS.
SWEETS, for the Bairns.
KIPPERED SALMON.
BONBONS COSAQUES, in great variety.
ROSE WATER, COSTUME,
BOUQUET, ZOOLOGICAL,
MARRIAGE MARKET, IMPERIAL,
HUNT THE SLIPPER,
BOHEMIAN BAZAAR, &C., &C.
PICKLED HERRINGS.
HEIDSIECK'S CHAMPAGNE.
RUSSIA TONGUES.
CRYSTALISED FRUITS.
MIXED CANDIED PEEL.
FOIES GRAS.
FRUITS, in Noyeau.
RAISINS and ALMONDS.
ELWAS PLUMS.
VERY FINE HAMS.
ROEDERER'S CHAMPAGNE.
FRENCH JAMS.
ESSENCES.
CHOCOLATE, in Fancy Boxes.
DRAGEES.
DESSERT BISCUITS.
MINCEMEAT.
SACCONE'S and other SHERRIES.
CURACOA, CHARTREUSE, MARASCHINO, &c., &c.
FINE PORT,
&c., &c., &c.
293 1783 Hongkong, 3rd December, 1875.

G. O. ROGERS, D.D.S., DENTIST,
No. 7, ARBUTHNOT ROAD,
(Has returned, and is ready to receive Patients.)
tf 247 Hongkong, 23rd November, 1875.

STEAM LAUNCH FOR HIRE.

TO be LET for Towing or Picnics, the large, powerful Steam-Launch *CUM LOONG*. Superior accommodation. Terms moderate.
Apply to TUNG KEE & Co.,
33, Praya Central.
3m 1459 Hongkong, 27th September, 1875.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper,.....$1.50
Neatly Bound,.....$2.00
Apply at the *Daily Press* Office.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.
EDWARD NORTON & Co.,
Agents.
tf 9 Hongkong, January, 1875.

Intimations.

FOR SALE.

THE RIVER STEAMER *LEIN WHA*, of 50 Horse-Power, built by Messrs. J. INGLIS & Co., of Glasgow, and put together in Shanghai in 1872; Hull of Iron 125 feet long, 25 feet Beam, 5½ feet Hold; 3 Water Tight Compartments, 3 Decks, with fore and aft Saloon on upper Deck; Tonnage Net 122 Tons; Speed 9 miles an hour.
This Vessel is well adapted for River Traffic, has accommodation for a large number of Passengers, and is economical in her consumption of Coal.
For further particulars, apply at the Office of the Undersigned, where model, &c., can be seen.
DOUGLAS LAPRAIK & Co.
1764 Hongkong, 30th November, 1875.

FOR SALE.

MESSRS. CHILLINGWORTH and SON'S CROWN SHERRY and PORT.
Apply to
W. H. NOTLEY.
1m 1768 Hongkong, 1st December, 1875.

FOR SALE, the SCHOONER YACHT *LOITERER*,
44⅞ Tons Register.
For Particulars, apply to
HEARD & Co.
14d 1748 Hongkong, 24th November, 1875.

FOR SALE.

BERLIN TIVOLI BEER.
Apply to
WIELER & Co.
tf 1664 Hongkong, 10th November, 1875.

PHOTOGRAPHY.

GREAT REDUCTION IN PRICES.

Until further notice (to reduce Stock) our Prices for Carte de Visite portraits will be as follows:—
On MONDAYS, TUESDAYS, WEDNESDAYS, and SATURDAYS.
Per Dozen.....$2.00
For Cash paid at time of sitting ONLY.
On THURSDAYS and FRIDAYS.
The first dozen.....$4.00
Extra quantities, per dozen.....$2.00
Copies of Negatives in stock per dozen...$2.00
FOR THE HONGKONG PHOTOGRAPHIC COMPANY,
H. EVERITT.
Corner of Wyndham and Wellington Streets
(Nearly opposite the German Club.)
N.B.—Mr. EVERITT obtained the Certificate of Merit at the Dublin Exhibition, 1862.
3m 1624 Hongkong, 1st November, 1875.

FOR SALE.

DWELLING HOUSES No. 1 and No. 2, St. John's Place.
Apply to
S. E. BURROWS & SONS.
653 Hongkong, 1st May, 1875.

PATENT SLIP & DOCK COMPANY AND NOVELTY IRON WORKS,
No. 32, PRAYA WEST,
MACHINE, BOILER, AND BLACKSMITH SHOPS,
IRON AND BRASS FOUNDERS.

THE Undersigned is now prepared to take on large Vessels for PAINTING and RE-COPPERING; also large REPAIRS to Hulls and Machinery, &c.
A Large Assortment of Spars and Lumber, Iron and Copper Plates, Iron and Brass Rods, Pitch, Oakum, and Felt, Sheathing Metal and Nails, Rivets, Screw Bolts and Wood Screws always on hand.
Boats and Steam Launches built to order.
H. C. BAILIE,
Manager.
Office, Novelty Iron Works, Praya West.
Hongkong, 26th July, 1875. [6m 1148

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000 at the usual rates subject to an immediate discount of 20 %.
Attention is invited to a considerable reduction in premia for Life Insurance in China.
Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.
A. MACG. HEATON.
1465 Hongkong, 27th September, 1875.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.
RUSSELL & Co.
Agents.
tf 1800 Hongkong, 4th June, 1874.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.
SIEMSSEN & Co.,
Agents.
tf 1028 Hongkong, 1st July, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
tf 780 Hongkong, 28th October, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

Intimations.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of Shareholders in the Company will be held at the Company's Office, 39, Queen's Road, Victoria, at half-past three o'clock in the afternoon of FRIDAY, the 10th December next, for the purpose of confirming the Resolutions passed at the Meeting of the 26th November.
By order,
JAS. B. COUGHTRIE,
Secretary.
1758 Hongkong, 26th November, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE Re-adjourned Extraordinary MEETING of Shareholders, held this day, has again been re-adjourned until TUESDAY, the 14th December, at 2.30 P.M.
By Order of the Court of Directors,
JOHN DUNN,
Acting Secretary.
22d 1739 Shanghai, 17th November, 1875.

THE CHINA AND JAPAN MUTUAL MARINE INSURANCE ASSOCIATION.

NOTICE.

APPLICATIONS for Allotment of Shares in the above Company will be received until the 13th December next.
Forms of Application for Shares, and Copies of Prospectus issued by the Provisional Committee, can be obtained at the Head Office of the CHINA AND JAPAN MARINE INSURANCE COMPANY, SHANGHAI, and, also from their Agents at Hongkong and other ports.
1757 Shanghai, 20th November, 1875.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Suit No. 48.

FOREIGN ATTACHMENT.

Plaintiffs,—THE HONGKONG AND SHANGHAI BANKING CORPORATION.
Defendants,—H. U. JEFFRIES, FREDERICK GRISWOLD HERON, J. E. ERNST, and C. H. WARREN, trading at Manila, under the style or firm of "RUSSELL AND STURGIS."
NOTICE is hereby given, that Two Writs of Foreign Attachment, wherein MALCOLM STRUAN TONNOCHY, Esquire, Marshal of the Vice-Admiralty Court, the Hongkong and Whampoa Dock Company, Limited, the Chartered Mercantile Bank of India, London, and China, and the Master of the S.S. *Leonor*, and ALFRED MANGES, resident Partner of the firm of Messieurs DOUGLAS LAPRAIK and Company are respectively named as Garnishees against all the Property, moveable or immoveable, of the above-named Defendants within the Colony, have been issued in this Suit pursuant to the Provisions of Section LXXXII. of "The Hongkong Code of Civil Procedure."
Dated the 26th day of November, 1875.
E. SHARP AND TOLLER,
Solicitors for the Plaintiffs,
1759] Supreme Court House.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED, IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

A FIRST DIVIDEND of ONE HUNDRED DOLLARS ($100) PER SHARE will be payable at the OFFICES OF THE HONGKONG AND SHANGHAI BANKING CORPORATION, HONGKONG, on and after January 1st, 1876, on which day Shareholders are requested to apply for Warrants at the Company's Office, 48, Queen's Road, Victoria, producing at the same time their Scrip for endorsement.
The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 31st December, 1875, both days inclusive.
ADOLF ANDRE, T. D. SASSOON, } Liquidators.
2m 1692 Hongkong, 15th November, 1875.

NOTICE.

THE Undersigned, having given up his Agency for dealing in Steam Re-reeled Silk for KAI-CHEONG-LOONG, Canton, from the 1st day of August, 1875, will not be responsible for any accounts contracted for the aforesaid firm, either before or after the above date.
YOW, KWOK CHUN,
NAM SING,
74, Queen's Road Central.
3m 1728 Hongkong, 20th November, 1875.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY)
SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 885

Intimations.

FOR SWATOW AND AMOY.

THE Steamship
"ESMERALDA,"
Captain Theband, will be despatched as above TO-MORROW, the 7th inst., at daylight, instead of at the time previously notified.
For Freight or Passage, apply to
A. MACG. HEATON,
Agents.
1788 Hongkong, 6th December, 1875.

FOR AMOY *(Direct.)*

THE Steamer
"ZAMBOANGA,"
Arechavala, Master, will be despatched TO-MORROW, the 7th inst., at daylight, for the above Port.
For Freight or Passage, apply to
REMEDIOS & Co.
1790 Hongkong, 6th December, 1875.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"KWANGTUNG,"
Captain Pitman, will be despatched for the above Ports on WEDNESDAY, the 8th inst., at daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
2d 1792 Hongkong, 6th December, 1875.

NOTICE.

ON and after the 31st instant the *Straits Times Extra* will only be obtained direct from the *Straits Times* Office in Singapore, and present Subscribers through the agency of this Office, who may wish to continue their subscriptions, are requested to make arrangements through their Singapore Agents accordingly.
Daily Press Office, December 6th, 1875.

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

FOREIGN ATTACHMENT.

Suit No. 1,116.
Plaintiff,—NOOR MAHOMED KHAMISA.
Defendant,—GOOLAM HUSSIN.
NOTICE is hereby given, that a Writ of Foreign Attachment, wherein BUTTONJEE JOVENJEE is named as Garnishee, against all the Property, moveable or immoveable, of the above-named Defendants within the Colony, has been issued in this Suit pursuant to the Provisions of Section LXXXII. of "The Hongkong Code of Civil Procedure."
Dated the 4th day of December, 1875.
ED. SHARP AND TOLLER,
Solicitors for the Plaintiff,
1789] Supreme Court House.

A FRENCH CLASS for YOUNG GENTLEMEN, on Mondays, Thursdays, and Saturdays, from 8.30 to 9.30 P.M.; also an ENGLISH CLASS on Tuesdays, Wednesdays, and Fridays, at the same hours.
J. M. HANLON,
Victoria Boys' School,
1m 1785] 5, Hollywood Road.

WANTED, on 1st of January next, by a Single Man (English), BOARD and RESIDENCE, in Hongkong. Address, stating Terms, &c., "BOARDER," Office of this Paper.
1786 Hongkong, 4th December, 1875.

TAKASIMA COLLIERY.

JARDINE, MATHESON AND Co., AGENTS.

FOR SALE Fresh TAKASIMA COAL, in lots to suit Purchasers.
Large, hand-picked, doubled-screened at $8 per Ton; Small, at $6 per Ton.
Apply to
T. G. GLOVER,
No. 7, Queen's Road, and at East Point.
1787 Hongkong, 4th December, 1875.

KHAN CHUND CHUTTAMULL, Sindh, Cashmere, Delhie, Bombay, Rampoor, Madras, and Scrut,
MERCHANT AND

Notices of Firms.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.

OFFICE—*No. 6, Stanley Street.*

W. H. NOTLEY.

tf 1765 Hongkong, 24th October, 1874.

HAVING resigned my Situation in the Yuen Fat Hong, I have this day established myself as MERCHANT and COMMISSION AGENT, under the Style of "SUN GHEE & Co."

C. SUN GHEE.

1685 Hongkong, 12th November, 1875.

THE CHRONICLE AND DIRECTORY, FOR 1876,

(With which will be incorporated the CHINA DIRECTORY).

THE Publisher requests that those who have not yet returned the printed forms which have been sent to them to fill up, will be good enough to do so *without delay*. Any persons who have recently arrived, and to whom printed forms have not been sent, are respectfully requested to forward their names and addresses as early as possible for insertion.

Daily Press Office, November 22nd, 1875.

The Daily Press.

HONGKONG, DECEMBER 6TH, 1875.

SOME interesting facts are to be gleaned from the Blue Book, containing the Commercial reports for 1874 by Her MAJESTY's Consular officers in Siam, which we have just received. A considerable increase is observable both in the import and export trade of Bangkok for the past year as compared with that of 1873. The export of rice in 1874 was more than double that of the previous year, and there was also a noticeable increase in the export of teel seed, pepper, sticklac, and other articles. There was, however, a slight decrease in the amount of sugar and teak. Teel seed appears to be fast becoming an important article of export, and the increase in it is very marked. In 1872 only 21,898 piculs were exported, against 89,795 piculs in 1874. The greater portion of it goes to France. The increase in the import trade, though not so large as that in the exports, was, on the whole, satisfactory. Piece goods, it is true, show a falling off in quantity, but this is accounted for by the overstocked state of the market, in which Bangkok is unfortunately by no means singular. Probably a similar cause operated to check the import of chowls from Bombay, which are growing into favour with the natives, who, it is stated, give them the preference to the waist cloths of their own manufacture. Although there was a decrease in this import as compared with 1873, it exceeded that of 1872, which may be taken as a conclusive proof that the goods are still in undiminished repute. The quantity of opium imported during 1874 exceeded that of the preceding year by about one hundred chests. It is principally consumed by the Chinese residents in Siam, and the farm yields a revenue to Government, we are informed by Mr. NEWMAN, of some £100,000 a year. It is gratifying to notice the steady increase in the British shipping engaged in the trade of Siam. The consular report states that of 320 square-rigged vessels than arrived in Bangkok during the year 1874, 103 were under the British and 179 under the Siamese flag, but the value of the imports conveyed by British vessels far exceeded that in Siamese bottoms, and amounted to about one-half the total carried by vessels of all nationalities. A great part of the trade between Bangkok and Hongkong was carried in British steamers, as was also nearly all that between Siam and Singapore. The total tonnage of the British vessels which arrived at Bangkok in the year 1874 was 45,214 tons, 34,364 of which represented the tonnage of British steamers. In this instance, as everywhere else, therefore, it is apparent that the steamers are obtaining the greater part of the carrying trade. The number of Siamese vessels has diminished, Mr. NEWMAN tells us. Many of them were lost in the great typhoon of September last year, which swept over Hongkong and Manila, while some have been sold or otherwise disposed of.

A large amount of trade is transacted by Chinese in the different provinces above Bangkok. A good deal more might, however, be done, the British Consul thinks, if a better system of judicial procedure and a more vigorous administration of the government were inaugurated, as greater security of property would then be ensured. The need for a Chinese Consul in Siam is plainly shown by Mr. NEWMAN. He says:—"The Chinese, who are very numerous in Bangkok and Siam, are more favourably situated than the natives of the country, for they are free from the supervision of the officials of the various departments under which all Siamese are ranged, and have only a triennial tax of 10s., while a Siamese is obliged to work for the KING for a period varying from one to three months a year, or to pay a sum varying from 15s. to £2 5s. annually in commutation. On the other hand, however, in a country where the natives themselves always look up to some superior for protection, the Chinaman, when not a foreign subject, has no one whose good offices he can claim." It is thus very evident that it is the duty of the Chinese Government to send a Consul to Siam to watch over the interests of the numerous Chinese residents in that kingdom. It is probably partly through the neglect of their own Government to take care of them that so many of the Straits Chinese have become British subjects. By this means they secure the powerful protection of the British flag when they establish themselves as merchants in Siam, Burmah, and other parts. The Siamese Government is seemingly anxious to encourage them and treats them liberally enough, but it cannot be doubted that they are sometimes placed at a disadvantage in not having any one to appeal to for advice and assistance. The Government of Peking has at length recognised the necessity for sending Consuls to various countries, and it may hoped that it will, in the interests of the people, and for its own enlightenment in matters transpiring outside the limits of the Central Kingdom, lose as little time as possible in despatching them to their several destinations. Those countries in which there are large numbers of Chinamen living should be among the first to receive a Chinese representative, for in many, through the utter absence of protection, they have been unfairly and harshly treated. Their Government has much to answer for in this respect, and it cannot use too much expedition in repairing the culpable omissions of former years.

Mr. M. S. Tonnochy has been appointed to act provisionally as Sheriff until further notice.

It is notified in the *Gazette*, of Saturday that Mr. James Russell resumed his duties as coroner from the 1st instant.

Saturday's *Gazette* contains a notification of the appointment of Mr. W. M. Deane to be a trustee of St. John's Cathedral, *vice* the Hon. C. C. Smith resigned.

A notification in Saturday's *Gazette* formally announces the return of His Excellency Sir Arthur Kennedy, and the resumption by him of the administration of the Government of the Colony.

At the Peak, the maximum temperature during the past week, as recorded in Saturday's *Gazette*, was 68.5, the minimum 42.5; at the Harbour-Master's Office, Praya West, the maximum was 75.0, and the minimum 50.0. The greatest rainfall was on the 2nd instant, namely, 1.05 inches.

The Band of Her Majesty's 80th Regiment will perform the following programme this afternoon in the Public Gardens, commencing at half-past four:—

Quick March..."Distant Greeting"..... Doring.
Overture..."Precious"..... Weber.
Waltz..."True Companions"..... Blamphine.
Selection "The Grand Duchess of Gerolstein" Offenbach.
Quadrille..."Chiperio"..... Marriott.
"God Save the Queen."

W. W. FRAYLING, Bandmaster.

A day or two ago two flocks of wild ducks flew past the Island. An attempt is being made to rear rabbits on Stone-cutter's island, and now we learn that in some parts of this Island deer are still running wild. This latter fact has long been suspected, though very few have been able to give positive testimony of the fact. Proof of it has, however, just been obtained. Three Chinese Policemen were in a police boat pulling about the mouth of a small rivulet at the head of Tytam-tuk-bay, near Stanley, on Friday last, when they saw some animal bound into the water and attempt to swim across the stream. They instantly gave chase and found to their astonishment that it was splendid young wild deer, which had come out of the woods on one side and was trying to get to those on the other side. They prevented it from landing by pulling round and round and keeping it in the middle of the stream, till they tired it out and eventually succeeded in capturing it. They afterwards brought it into the town and placed it in the police stables. It is stated that the Hon. C. May has become possessor of the animal, for which he has no doubt suitably recompensed the fortunate finders.

CRICKET.

HONGKONG CLUB V. ARMY AND NAVY.

Those who imagine that by passing through the heat of a tropical summer they are laying in a stock of latent heat that will serve them in good stead when next they have to encounter the cold of winter, on the same principle that a camel exists in the drought on the water which it has previously drunk to satiety, must be doubtful of the truth of their theory after their experiences of the last two days. If ever cricket was converted into a positive discomfort it was so in the match that took place on Friday and Saturday. It was appallingly cold, and on the last day of the match chilly, drizzling rain was added to the inclemency of the weather. The soldier, however, is born to endure hardship, and the sailor is happy under all circumstances; hence the result of the match showed clearly the effects produced by different schools of training. The Club had undoubtedly the best eleven, but it succumbed to climatic influences, and the Army and Navy left off with the advantage considerably on their side. Much credit is due to both elevens for the pertinacity with which they continued the game. The match commenced on Friday, the Army and Navy going in first. They succeeded in making 98, of which Private Bundy made 35, when he was bowled by Mr. Head. Baxter and Newton also played well for twelve and thirteen respectively. When the day closed the Club were in—five wickets down for nineteen. It was hoped that the next day they would succeed in adding largely to the score, but such hopes were doomed to disappointment, for the innings closed for 39 only, of which Mr. Johnson made 14. In the second innings Bundy and Newton again played well, and Muddell also made sixteen. The total score was 87 leaving the Club 146 runs to tie. Only 79 of this number were made. In this innings Mr. Travers made 25 and Mr. Johnson, 14. This last named gentleman is a very neat bat, makes his runs in good form, and usually plenty of them. Mr. Head, Mr. Deane, Mr. Tobin, and Mr. Chater disappointed expectations in both innings. The band of Her Majesty's ship *Audacious* was, with the kind permission of the officers, in attendance, on Friday, and we are sorry that the unseasonable weather prevented so many people from enjoying the excellent music to which they treated those on the Ground. Subjoined is the score:—

ARMY AND NAVY.

FIRST INNINGS.		SECOND INNINGS.	
Mr. C. E. Baxter, R.N., b. Grant	15	b. Greig	4
Private Bundy, R. Head	35	c. Johnson, b. Greig	71
Mr. F. E. Poulter, b. Head	3	st. Head, b. Johnson	0
Mr. C. D. Griffith, c. and b. Head	0	c. Greig, b. Johnson	5
Major Budgen, b. Travers	2	b. Greig	1
Private Newton, b. Head	13	run out	19
Lieut. Harward, c. Chater, b. Travers	1	st. Head, b. Johnson	0
Hon. S. J. Fortescue, b. Head	0	not out	1
Lieut. Sherrard, c. sub., b. Travers	0	b. Greig	1
Dr. Penketh, b. Travers	4	b. Greig	9
Corporal Muddell, not out	0	run out	16
b. 3, l.b. 2, w. 17	22	b. 8, l.b. 1, w. 6	10
	99		87

THE CLUB.

FIRST INNINGS.		SECOND INNINGS.	
Mr. C. P. Chater, c. Budgen, b. Newton	3		
Mr. R. H. Taylor, run out	1	b. Newton	1
Mr. A. K. Travers, b. Griffith	0	c. Penketh, b. Newton	25
Mr. R. Blackwell, b. Newton	5	c. Penketh, b. Griffith	8
Mr. D. B. Grant, l.b.w., b. Griffith	0	b. Newton	1
Mr. J. Greig, c. Poulter, b. Griffith	6	c. Penketh, b. Newton	1
Mr. F. S. Head, b. Newton	1	b. Newton	3
Mr. E. Tobin, absent	0	not out	8
Mr. W. M. Deane, c. sub., b. Griffith	0	c. Sherrard, b. Muddell	3
Mr. G. H. Johnson, not out	14	b. Muddell	16
Mr. F. W. Mitchell, b. Newton	2	not out	0
b. 6, l.b. 1	7	b. 7, l.b. 2, w. 8, n.b. 1	8
	39		79

POLICE INTELLIGENCE.

4th December.

BEFORE THE HON. C. MAY.

STEALING PLANKS.

Cheung Achung, a coolie, was charge by District watchman No 11 with the unlawful possession of a quantity of planking stolen from Tam Ahee on the Praya West. The watchman found the prisoner in Gap street early this morning, when he endeavoured to run.

The prisoner admitted he had been in gaol on several occasions for larceny, and he was this time sentenced to four months' hard labour.

GAMBLERS.

Mok Ashing, a boat builder, was charged by Cheung Ahee (P. C. No. 418) with gambling.

The prisoner was one of fourteen caught gambling. On the approach of the constable and another in disguise, the prisoner was one of many who called out to beat the police.

The prisoner, who denied the charge, was sentenced to one month's hard labour.

LAWLESSNESS IN TAI-CHOW.

The city of Tai-chow appears to have been a good deal disturbed by robbers of late. A week or so ago a very daring robbery was committed there by a gang of desperadoes, and a fight ensued in which six or seven men were captured, one of whom, if we may be pardoned the Hibernicism, turned out to be a woman. They were immediately secured in the Che-chow's yamun, and the Governor of the province was immediately informed by that officer that so many robbers, supposed to be connected with a large and dangerous body of outlaws, were being held at his disposal. The Governor replied that the Che-chow was to cut off all their heads at once, and the prisoners were prepared for execution upon the following morning. On the afternoon, however, of the day on which Governor's letter arrived, a band of ruffians, six or seven hundred strong, entered the city, made their way to the yamên-prison, burst it open and rescued all the inmates. The unfortunate mandarin was perfectly helpless, but succeeded in catching a few of the men; the Che-fu of Yangchow came bustling to the place when everything was over and the robbers had cleared out, and has probably been talking the matter over ever since.—*Shanghai Courier.*

SHANGHAI.

The body of a foreigner was found by the police on the Pootung side; it was supposed to be that of the fireman of the steamship *Lorna*, but it is impossible to identify it.

The funeral of the late Señor Don Tiburcio Peralda, H.C.M.'s Minister, took place on the 26th ult., at the time appointed. The procession which left the Parochial Church of St. Joseph, was headed by a silver cross, followed by a number of priests with lighted candles. We may remark that considering the funeral was that of Minister, the arrangements were decidedly meagre. The spectacle was not imposing, and cannot be compared with that presented by the obsequies of the late Commander Stopford.

A deputation of Chinese merchants waited upon the Tao-tai on the 25th ult., to protest against the height to which speculation in dollars is being carried on to the injury of legitimate trade, and more especially against the practice of 'sealing' up Sycee. H.E heartily agreed with them, and proposed to issue a proclamation denouncing both the speculation in dollars and the practice of 'sealing' treasure, threatening to arrest the offenders, and not to recognize any claims for debts caused by this artificial scarcity of treasure that may come before the Courts. The consequence of this becoming known was a stoppage of speculation and a fall in rate of interest to 3 mace per day, or about 11 per cent. per annum. This interference on the part of the Government will, we think, be generally approved of. It is in some measure analogous to the suspension of the Bank Charter Act in London on three different occasions, when the British Government felt itself compelled to interfere in order to save the delicate fabric of credit from utter collapse. We do not for a moment doubt that if the Bank of England were to propose to withdraw from circulation half the gold in its vaults at the instance of any one who might find it worth his while in order to further speculative operations, say on the Stock Exchange, to pay a few hundred or thousand pounds a day, very strong measures would be taken both by Executive and Legislative authorities. As we understand, this treasure is not placed at the disposal of the speculators on any security but that of the Sycee itself, nor is it the proceeds of good native bills discounted. The discount of good bills is of course the most legitimate employment for bankers' deposits, but where the bills are obviously accommodation bills manufactured for the conduct of the wildest speculation, they cease to be a prudent banking security. We trust we have, however, heard the last of this novel and objectionable practice.—*Shanghai Courier.*

We understand that it is intended shortly to establish a Japanese Post-office in Shanghai, for the reception and distribution of letters by the Mitzu Bishi steamers. We had occasion some time ago, in remarking on the curious division of interests and institutions in Shanghai, to especially deprecate the sub-division of postal arrangements, and we hope the Japanese authorities will see their way to working the new scheme in some one of the existing offices. It is a great pity the American, English, and French Post-offices cannot all be amalgamated in one building, in the Central Settlement; but if there is no hope of this, at least let not evil be multiplied. Might not an arrangement for the new office to be carried on in either the British or the Local Post Office buildings be practicable.—*N. C. Daily News.*

TIENTSIN.

23rd November.

The remains of the late Hon. B. P. Avery were transferred this afternoon from the U. S. Consulate to the U. S. steamer *Monocacy*, which is to convey them to Shanghai. The procession formed in front of the Consulate at three o'clock. The coffin, covered with the national flag, was placed on two gun carriages sent from the *Monocacy*, and drawn by a company of twelve seamen. A guard of honor from the same vessel, consisting of 80 men preceded the bier, with reversed arms. At the right of the coffin were members of the Consular staff and two Chinese officials, and at the left, the commanders of the men-of-war in port, who acted as bearers. Following the remains were the British Minister, Mr. Wade; Mr. Holcombe, Acting Secretary of the U. S. Legation and now in charge; Consul Sheppard and Vice-Consul Pethick, as mourners. Then came other naval officers, the American and other foreign residents.

While the procession was forming, the U.S. Consular flag was run up to the top of the staff, just preceeding the order to march; it was dropped to half-mast, and at the same moment, minute guns commenced firing on board the *Monocacy*, and continued till the regular salute of nineteen guns due to the rank of the lamented Minister had been fired. Mrs. Avery accompanies the remains of her husband, and goes to Shanghai in the *Monocacy*.

Companies from the English, Russian, and French gunboats, drawn up on the bund, saluted the remains as they passed by, presenting arms and rolling the drum.

A goodly number of the foreign residents of Tientsin were in attendance. Altogether, rather imposing spectacle was presented to the interested gaze of the Chinese crowd which gathered to witness the ceremonies.

The departure of the *Monocacy* leaves us, as defenders during the winter. H.M. gunboat *Growler*, Russian gunboat *Morge*, and French gunboat *Surprise*.

The last two days have been very cold, and there is some floating ice in the river.—*N. C. Daily News* Correspondent.

THE PRINCE OF WALES IN INDIA.

(From the "Englishman.")

BOMBAY, November 8, 9 p.m.

The Prince of Wales landed at four in the afternoon, accompanied by the Viceroy and suite. A Naval procession was formed astern the Royal Barge, headed by Admirals and Captains of the ships of fleet in their boats. Thundering salutes were fired from the squadron and shore Batteries. All ships were dressed, and men-of-war yards manned, forming a grand imposing spectacle. The Prince was brilliantly received by the Governor of Bombay, Chief-Justice, Commander-in-Chief of the Bombay Presidency, and other High Officials, and upwards of seventy Indian Princes, Chiefs, and Sirdars, magnificently jewelled and glitteringly costumed. The address of welcome from the Municipality was read. The Prince of Wales in Field Marshal's uniform replied briefly. A brilliant procession then formed, proceeding slowly to the Government House. Troops lined the road as far as the native town, whence the road was kept by the police. The inhabitants received the Prince with utmost enthusiasm and intense excitement, the whole route was one dense seething mass of people of all castes from ground to house tops. It is computed that there were nearly 20,000 visitors from Mofusil. The whole city was splendidly decorated with a series of eight triumphal arches along the route. Excitement increased as the Prince neared certain points, a mob gathering round his carriage, catching the enthusiasm of Europeans, nevertheless order prevailed. The Prince looked well and highly pleased with the demonstrations. He holds a levee to-night at the Government House.

BOMBAY, November 10, 0.30 a.m.

Salutes were fired to-day from the fleet and land batteries, and the ships were dressed in honour of the Prince's birthday.

A grand reception was held at Government House of the Rajahs of Kolapoor, Dhrangdra, Rajpeepla, Baria, Soonawarn, Oodeypoor, Sooth, Dharampoor, and the Gaekwar of Baroda, Sir Salar Jung, and members of deputation representing the Nizam, the Maharajahs of Edur and Mysore, the Jam of Nowannuggur, the Thakoor of Bhowanggur, the Dewan of Palanpoor, the Nawabs of Radhunpoor, Joonagurh, Dalasinor, and Jinjeera, and Sir Desai of Sawant Wari. His Royal Highness returns the visits of the principal Princes to-morrow.

Having visited the *Serapis* this afternoon, the Prince and party landed in the evening amidst salutes and brilliant illumination of squardon. The Prince, wearing the uniform of the 10th Hussars, then traversed in procession the leading thoroughfares of the fort and native town. The illuminations were grand, especially those of the Public Offices. The reception was more cordial than ever, the utmost enthusiasm prevailed. The whole route was literally blocked with natives. The streets at present are a wild scene of good humoured excitement. The Prince was highly pleased with the reception and the magnificence of the illuminations.

BOMBAY, November 11, 1.40 p.m.

The Prince's presents to the Rajá of Kolápur yesterday were beautiful; a sword in silver scabbard and ivory hilt covered with precious stones, and similar to one the Prince himself wears; a broad gold medal commemorative of the Prince's visit to India, with a medallion portrait of His Royal Highness on one side and ostrich feathers jewelled on the reverse; a magnificent gold snuff box, with a setting of diamonds; a beautiful book of steel engravings, and an oil portrait of the Prince. The Rajá's present to the Prince was a jewelled sword and dagger in silver and gold scabbard. The Prince's present to the Gaikwar of Baroda was a sword similar to the one given to Kolápur, a gold watch and chain, and a gold medal like Kolápur's, a large gold snuff box, and an album of portraits of the Royal family. The Prince held a conversation with Rání Jamná Bái behind a screen, and presented her with a gold bracelet having the Prince's portrait set in diamonds, a gold enamelled locket and portrait of Queen Victoria, sent by the Queen herself. Sir Madhava Ráo was also presented with a commemorative gold medal, which the Prince fastened on, and a massive gold ring. The Rání's presents to the Princess of Wales were a Diamond Ring and a splendid Diamond Watch. The Gockwár's presents to the Prince were a beautiful Silver Tea service, manufactured at Madras, rhinoceros' hide shields, three swords in gold and silver scabbards, a silver tray, two silver lances, an album, a gold embroidered shawl, and a pearl necklace.

POONA, November 13.

The Prince of Wales accompanied by his suite and the Governor of Bombay arrived here this evening, and was brilliantly received at the Station by Sir Charles Staveley and suite and other high Officials. A large force of military, European and native, formed a guard of honour joining the procession to Gunnesh Khind. An immense concourse of natives assembled along the route and gave the Prince a most loyal and enthusiastic reception. The triumphal arches which were erected at different stages were elegant, and there were tasteful decorations throughout the city in general. A party takes place at Gunnesh Khind to-night. The Prince's tour after leaving here is uncertain. The accounts of the spread of cholera in the South Mahratta Districts and the Madras Presidency are so alarming that, at the instance of Doctor Fayrer, the trip to the Gairsoppa Falls and the shooting expedition from Beypore have been abandoned, and it is now a question whether Madras will be visited at all.

POONA, November 14.

The following is the summary of the address of the inhabitants of Poona, and the Prince's reply thereto. The address stated that the blessings of peace, and good Government we enjoy have endeared the British Rule to all Indian subjects. We hail your advent therefore as a new proof of the great interest, Her Majesty and your Royal Highness take in the well-being of the countless inhabitants of this land. Poona, though comparatively poor in point of wealth, is rich in historical renown. Your Royal Highness will see larger, handsome, and wealthier cities in India, but nowhere find a more loyal and closely united community. The Prince replied that it gave him great pleasure to visit a city so full of historical associations, which now centres so much of the intellectual life of the Mahratta people. I am glad to think that one result of the British Rule in the Deccan enables students in your schools and colleges to benefit by the results of the Western progress, whilst having within reach all that is recorded in the most ancient languages of the Hindu races.

POONA, November 15th.

The Prince, attended by a brilliant suite, reviewed the troops in garrison this afternoon. Shortly after five o'clock His Royal Highness arrived on the ground, and at once passed along the whole line, and then took his place at the saluting point, when the troops, consisting of two European and seven Native Infantry Regiments, besides the 24 Batteries of Field Artillery, marched past. During the review Lord Beresford was thrown from his horse, but sustained no serious injury. The town is illuminated to night, and the firework display takes place at the Bund. The Royal party start for Bombay at midnight. Nothing is yet settled as to the movements of the party after leaving Bombay.

POONA, November 16th, 9.46 a.m.

The Prince left shortly after midnight with his suite. He presents colours at Bombay to the 21st Native Infantry this evening. He intends to leave Bombay in the *Serapis* on Wednesday. Perhaps he may touch at Ceylon, and come to Calcutta.

MADRAS, November 16th.

The Madras government has just been informed that the Prince of Wales has expressed solicitude to avoid travelling where the native followers are likely to suffer. The cholera is hanging about Pulláchi, Metapollium, Maisor, Bangalor, Madras, Tanjor, and Trichinopoly. Fifty deaths occurred in Madras last week. There was a heavy rain on Sunday. There are hopes of improvement in the public health.

Preparations for the reception of the Prince continue and are prosecuted vigorously. The Governor should leave to-morrow for Beypur.

MADRAS, November 16th.

Owing to the cholera all plans have been changed. The Prince goes to Ceylon, then visits Madras *viâ* Tuticorin, and then goes up by the rail if the cholera be absent, otherwise lands at Madras.

BOMBAY, November 16, 8.47 p.m.

The Prince arrived at Parell at seven o'clock in the morning. This afternoon he opened the new Sailor's Home with due formalities. Then he presented new colours to the marine battalion at a full parade of the Bombay Garrison, under Brigadier Gell, including the artillery, Poona Horse, and Light Cavalry. The Prince was somewhat late, but the parade was highly effective. The Nizám's deputation and the Maharájahs of Baroda and Kolapur were present, together with an immense concourse of the public. Brock's fireworks are now proceeding in a brilliant style. The European Hospital Bazaar is successful, but unopened to-day because of the Prince's engagements. It is expected that the *Serapis* will leave to-morrow.

BOMBAY, November 17th, 1.54 a.m.

The Prince of Wales this afternoon presented new colours to the 21st Native Infantry. The ceremony was most interesting and impressive. His Royal Highness passed along the whole line, and inspected the troops, who looked splendid, and performed the march past and various manœuvres with great precision, to the evident satisfaction of the Prince. There was a very large force on the ground consisting of the Horse and Garrison Artillery, 3rd Hussars, 2nd Queen's Infantry, three regiments of native infantry, besides two regiments of the Poona Horse. There was a large and distinguished assemblage to witness the presentation, which was a brilliant affair. In the evening a grand display of fireworks took place on the Esplanade, where there was an immense concourse of natives and Europeans, who were highly pleased with the magnificent devices and arrangements. The affair was an unqualified success. A grand State ball takes place to-night at Government House. Nothing definite is as yet known of the future movements of the Prince.

BOMBAY, November 17, 4.17 a.m.

The Prince goes on board the *Serapis* this morning, but remains in the Harbour until his future course is decided on. He wishes in the meantime to proceed to Baroda for shikar; but this is uncertain. He stayed at the Governor's Ball until two.

(From our own Correspondent)

BOMBAY, November 10.

The fatigues of H.R.H. the Prince of Wales on the day of his landing at Bombay did not end with the procession through the town to Parell, for in the evening there was a pretty numerously attended reception at Government House, at which a number of European and native gentlemen, chiefly officials, were presented to His Highness. But this was all over about ten o'clock, when the Prince was able to enjoy his cigar in peace. Soon after ten o'clock on Tuesday morning, however, His Royal Highness had to undergo the first instalment of that dreary and unmeaning business, the reception of native Chiefs, of which he will have too much experience before he leaves India. The way each step in the procession and departure is laid down in official documents beforehand, whether the Prince is to advance to the edge of the carpet to receive or bid farewell to the native Chief, whether the Prince himself or some official is to hand the visitor the attar and pán, all these seem absurd to a European ear, though we know that much importance is attached to them in Oriental imaginations. But imagine how bored anyone not to the manner born, as we must conclude the Prince to be, would feel in having to take the principal part in such numbering ceremonies from ten in the morning till three in the afternoon, which was what the Prince of Wales had to undergo on the first day of his stay on shore in Bombay. Punctually at ten o'clock arrived the Raja of Kolapur, followed at intervals of a quarter of an hour by the Maharaja of Mísúr, the Maharana of Udaipur, the Rao of Katch, the Gaikwar, Sir Salar Jang, and the deputation from the Nizam, the Maharaja of Edar, and Mirdh Morad Khan of Khirpur. Then followed in rapid succession the Nawab of Junagarh, the Jam of Nawanagar, the Thakur of Bhavnagar, the Raj-Sahib of Drangdra, the Raja of Rajpila, the Dewan of Palanpur, and the Nawab of Radhanpur. To these succeeded the Raja of Baria, the Raja of Lunawara, the Nawab of Balasinor, the Raja of Chhota Udaipur, the Raja of Sonith, the Sir Desai of Sawant Wari, the Raja of Dharampur, the Nawab of Jinjira successively. As all this time successive salutes had been fired announcing the arrival and departure of each Chief, most probably neither the Prince nor his visitors heard a word that they were supposed address to one another.

That His Royal Highness was not very sorry to escape from all these ceremonies was shown by the rapidity with which he changed his dress, and started off to visit the Admirals on board the *Undaunted* and the *Narcissus*, and afterwards to go on board the *Serapis*, where he had kindly ordered a dinner to be given to the whole of the crew in commemoration of his birth-day. There were but few persons at the dockyard to see the Prince embark, and he walked down to his steam launch attended by only a few dockyard officials, and after waiting for some minutes, the launch started under charge of Captain Glyn, the suite not having arrived. The Prince steamed off first to the *Undaunted*, where he was received by Admiral Macdonald, and the captains commanding the Indian squadron were presented to him; these being Captain Brinne of the *Briton*, Captain Garforth of the *Philomel*, Captain Foot of the *Daphne*, and Captain Setts of the *Nimble*. During the Prince's visit to the *Undaunted* a pleasant signal for most of the men in the fleet was hoisted, intimating that each man was to receive an extra allowance of grog to drink His Royal Highness's health on his birth-day. From the *Undaunted* the steam launch went to the *Narcissus*, on board of which Admiral Lambert received the Prince, and the following captains were introduced:—Captain Hume of the *Immortalite*, Captain Thrupp of the *Topaze*, Captain Douglas of the *Newcastle*, Captain Tryon, C.B., of the *Raleigh*, and Captain the Hon. Fremantle, C.B., C.M.G., of the *Doris*, besides Flag-Captain Lord G. Scott of the *Narcissus*, Flag-Captain Brent of the *Undaunted*. As the Prince passed along the fleet at anchor, the yards of each vessel were manned, and the crews cheered lustily. From the *Narcissus* the Prince returned to the *Serapis*, and about six o'clock left for Mazagon Pier, a royal salute being fired by all the vessels, and each ship being lighted up with blue lights and red lights from main top to the waters' edge, whilst bouquets of rockets were discharged at intervals.

It was originally intended that the procession to view the illuminations should start from Parell after dinner, but the Prince's landing so late at Mazagon altered this, and the Viceroy and Governor drove down about half-past five to meet H.R.H. there. This to a great extent spoilt the effect of the procession, for at first it only consisted of the official carriages and escort of Hussars and bodyguard, besides those of two or three native Princes with their own escorts. As soon as the procession came out of the P. & O. premises, more carriages joined in, but as no announcement had been made that the procession would pass that way, the illuminations along Mazagon Road and Mount Road were very few, and the roads in comparative darkness but for the rays of the moon, although Sir Jamsetji Jijibhai and many other rich natives have their residences along these streets. In the Babula Tank Road the crowd began to increase, though there were still but few illuminations visible, and at the turn into Bhendi Bazar the crowd was so great that the procession was stopped for some time by a rush of carriages from all directions, which, however, the police, with great tact, soon reduced into something like order. Here the illuminations may be said to have begun, and though not so brilliant or tasty in design as those in other parts of the town, there was certainly more variety, glass chandeliers hung outside the houses, kerosine and oil lamps of all shapes and sizes, both inside and outside, adding to the general effect, and the whole street, except the part kept clear for the carriages, being literally blocked with people. At the end of the Kaibadavi road was the first triumphal arch, but the wind had blown out many of the lamps, and the effect was thereby rather spoilt. I may as well here say that on the whole, owing to the breeze that was blowing, the general effect of the oil lamps and Chinese lanterns was better than that of the gas, though of course in the calm intervals the latter shone out more brilliantly. From Kalbadevi the procession moved along the Esplanade road, and here the full beauty of the spectacle first burst on the sight, for there are few, if any, cities in the world that can provide such a site for an illumination. The whole esplanade was illuminated from end to end on each side in every variety of colour and device, whilst the Fort, one blaze of light in the distance, seemed like the nucleus of a comet's fiery tail. In miles of illuminations it is impossible to describe each device, or to pronounce which are the best, but the work of Mr. Walton on the triumphal arches, and of all those who had the work to do at the principal public buildings, is especially worthy of credit. These were generally simple, merely being the whole outline of the building with all the windows illuminated with native lamps. One exception to this is worth mentioning, the Town Hall, where, though the same style was followed, there were some considerable additions. In front of the fine pillars at the entrances was a transparency by Mr. Terry, of the School of Arts, representing the Prince of Wales in full uniform, seated on a throne, with his foot resting on a British lion, and holding the likeness of the Queen in his left hand. On each side of the Prince were two female figures, respectively representing Peace and Abundance. The right side of the transparency is filled up by a group of figures representing the manufactures of Western India, such as pottery, paper-making, wire-drawing, lapidary, cloth, cotton, and silk-weaving, dubber-making, gold thread embroidery, dyeing, copperworking, and several others; while the left side is occupied with groups of figures representing the commerce of Bombay with Africa, Egypt, Persia, Turkey, China, Greece, Arabia, Afghanistan, Beluchistan, Britain, Spain, America, Italy, Japan, France, and other countries. Below this the flight of steps was covered with coloured lanterns, except a narrow pathway up the centre, and coloured lamps were also twined round the pillars. The next best design to this was, I think, the illumination at the Comptoir d'Escompte, many parts of which had been brought from France; through being gas, the effect was somewhat marred by the fitful breeze. Over the entrance they had "Comptoir d'Escompte de Paris" in letters about 12 inches long, above this there was a pretty wreath of imitation leaves, in the centre of which stood the Prince's plumes with the motto "Ich Dien." Over the plumes, and at a height of about forty or fifty feet from the ground, in a semi-circle, was the inscription "Vive le Prince de Galles." To the right of this was a large star of the "Legion of Honour," measuring about 25 feet in circumference, with the words "Honneur et Patrie," and to the left, the star of Brunswick, with the motto "Honi soit qui mal y pense." Nor must I forget to mention the medallion of the Prince exhibited by Messrs. Bourne and Shepherd. This, which was a work of art rather than a temporary embellishment, attracted universal approval. The medallion was upheld by two laughing and semi-nude children, whose chubby faces and perfectly formed limbs were admirably executed. Over the medallion, what theatrical people would call a "Skypiece," was let in a group of dumpy little cherubs, seated upon clouds, executed with unusual delicacy and fidelity to nature, held out a scroll on which the word "Welcome" was displayed. The work round the Queen's Statue, at the Post Office, Messrs. Hamilton and Co.'s, the Railway Stations, the Floral Fountain, and the Crawford Market also deserves mention; but perhaps the most noticeable fact is that, whilst the illuminations for the Duke of Edinburgh cost three lakhs, this has only cost Rs. 50,000 of public money, and the effect has been much more magnificent.

BOMBAY, November 11.

After returning from the drive through the town to witness the illuminations, there was a State dinner given at Government House to about fifty guests, in celebration of the Prince's birthday, but the sacred precincts were forbidden to specials, and we have no court circular published here at present to inform us of what had taken place. On Wednesday morning His Royal Highness was allowed to remain in peace till twelve o'clock, when the receptions of the minor Chiefs again began. The first to arrive were the Kattiwar Chiefs, and the first of those presented was the Thakur Sahib of Morvi, who was followed by the Thakur Sahib of Wankanir, the Thakur Sahib of Palitana, the Thakur Sahib of Dhrole, the Thakur Sahib of Limri, the Thakur Sahib of Rajkot, and the Thakur Sahib of Wadwan. The second division consisted of the Sardars of Satara, the Dekkan, and Konkan, comprising the Swami of Chafal, the Pant Prithipidi of Aond, the Pant Sachee of Bhor, the Chief of Phulton, the Chief of Vinchur, C.S.I., and the Raja of Jawar. These were succeeded by the Southern Mahratta Sardars, consisting of the Raja of Mudhol, the Chief of Sangli, the Chief of Miraj, the Chief of junior branch of Miraj, the Chief of Jamkhandi, the elder and two younger Chiefs of Kurandwar, the junior Chief of Sangli, and the Chief of Ramdrug. After a short interval for tiffin His Royal Highness had to go to the Secretariat to hold a levee for Europeans and natives eligible to be presented, and nearly a thousand presentations were made. In the audience chamber, all crowding to the approaches of which was prevented by the judicious erection of barricades, the Prince, in his Field Marshal's uniform, stood on a raised dais, with the Governor of Bombay on his immediate right, and Sir Bartle Frere, the Duke of Sutherland, and other members of his suite on his left, the Commander-in-Chief, Admiral Macdonald, the members of the Bombay Council, and other military and civil officials behind him. The Prince looked very well, and smiled pleasantly as each individual was presented to him occasionally addressing a short remark to some whom he especially delighted to honour, but I have little doubt that he was very glad when it was ended.

But the prettiest sight that the Prince will probably see in all his travels in India was to come, which, it is to be hoped, made some amends for former troubles. This was the children's *fête*, at which 10,250 children had been invited to attend, but the Committee were not very strict in their limit of numbers, and it is calculated that fully 12,000 children were present. Of those invited 3,050 were girls, consisting of 800 Christians, 1,500 Parsis, 100 Muhammadans, and 650 Hindus, whilst 7,200 boys had been asked, of whom 1,700 were Christians, 1,500 Parsis, 1,000 Muhammadans, and 3,000 Hindus. To those who know Bombay, it is unnecessary to say that the situation chosen for the *fête* was as fine a site as could be selected in almost any town in the world. It was the large open oval space in front of the new Secretariat, luxuriant at present with fresh verdure. In the centre of this, what is here called a Mandwa, had been erected, 420 feet long and 160 feet broad. The inside was filled with almost miles of tables covered with white cloths, at which the children were to be fed. The southern tables were allotted to the European children, then came the tables for the Parsis, next to these the Muhammadans, and then the Hindus. As the dinner to the sailors and soldiers is also to take place in this Mandwa, the external decorations had more relation to that event than to what was actually going on, but this seemed in no way to interfere with the enjoyment of the little ones to whom the *fête* was given. Shortly after two o'clock, whole troops of children began to arrive accompanied by their bands, many of them carrying banners with appropriate devices, and the boy or girl selected to carry the banners was envied by all the rest. Many had come in from neighbouring villages by train, the tramway conveyed thous

SHIPPING INTELLIGENCE,

(Continued from first page.)

REPORTS.

The British steamship *Esmeralda* reports left Manila on 1st December, and experienced strong Northerly gales and a high sea with much rain throughout. On the 2nd instant, passed the Spanish steamship *Zamboanga*, bound to Hongkong.

The British steamship *Hindostan* reports left Calcutta on 18th November; arrived at Penang on the 23rd, and left again on the 24th; arrived at Singapore on the 26th, and left again on the 27th. After leaving Singapore experienced moderate monsoon up to 16 N., and from thence to arrival strong N.E. monsoon and cloudy weather with very heavy sea running.

The British ship *Tyburnia* reports left Sydney on 25th October. Had light winds and fine weather to making Formosa; since then heavy N.E. gales and high sea and thick weather. Crossed the Equator on 11th November in long. 163 E. Passed the Bashees on the 29th. Made Luma Islands on 1st instant, and arrived in port at 1 a.m. on the 4th.

The British steamship *Kwangtung* reports left Foochow on 1st December, Amoy on the 2nd, and Swatow on the 5th. From Foochow to Amoy experienced fresh N.E. winds with drizzling rain and cloudy weather. From Amoy to Swatow moderate N.E. winds and cloudy weather. From Swatow to port fresh N.E. winds and cloudy weather. In Foochow, H.M.S. *Midge*, German frigate *Ariadne* and gunboat *Cyclop*, strs. *Viking* and *Thales*. In Amoy, strs. *Consolation*, *Carisbrooke*, and *Hailoong*. In Swatow, Chinese gunboat *Chen-ki*, strs. *Foochow*, *Columbian*, and *Hochung*. The steamship *Ye so* left for Amoy same day. Passed the Chinese revenue cruiser *Pei-hoo*, bound North, off Swatow.

The Danish steamship *Thingvalla* reports left Antwerp on 11th August; arrived at Gibraltar on the 18th; passed Malta on the 22nd; arrived at Port Said on the 26th, and left again on the 27th; left Suez on the 31st; arrived at Aden on 7th September, and left again the same day. Leaving, lost two blades of the propeller. On the 8th lost the third blade of the propeller, turned back at 9.30 p.m.—the same day arriving on the 12th. On the 2nd October fitted new propeller, left on the 11th, and arrived at Galle on the 21st, and left again on the 22nd. On the 23rd at 11 p.m. lost a blade and a half of the new propeller. On the 28th and 29th passed through the Straits of Malacca. On the 30th October anchored in Singapore, and left again on 2nd November. On the 4th lost the third blade of the new propeller and turned back. On the 6th lost the last blade of the propeller. On the 7th arrived at Singapore. Had a new propeller fitted, and left on the 27th. Up the China Sea had fine weather the first few days; since then strong N.E. gales and high sea with much rain.

A BELGIAN PRISON.

The *Journal de Bruxelles* publishes an account of the official visit paid by members of the Medical Science Congress to the famous cellular prison at Louvain. The establishment may with justice be regarded as the most complete type of the system of solitary confinement that the world affords. Belgium is the country which has adopted with the greatest enthusiasm and with the least possible modification this severe form of penitentiary discipline, and, hitherto, it must be confessed, with marvellously good results. The system, as to the merits of which so many controversies have been waged, is not yet quite a century old. The first institution where it was introduced in any perfection was the old prison at Gande, where, in according with the suggestions of Lord Howard, the ancient *régime* was supplemented by one in which the prisoners were isolated and provided with compulsory labour. The Napoleonic wars swept away this establishment, and for a time the new prison discipline was carried out only in a desultory manner in some of the States of America. Thence it found its way to England, and passed again into Belgium, where it was destined to find an eager, welcome, and apparently a permanent abode. The Louvain prison is of very large extent, and situate at some distance from the town, in the cheerful vicinity of the common cemetery. It contains 600 separate cells, besides the chapel, infirmary, consulting-rooms, and offices. The important task of surveillance, upon which the whole *regime* is based, is performed by 42 keepers or guards, whose services are chiefly required during the hour which is allowed to each prisoner for his solitary promenade. The learned visitors were indulged with a sight of the most notable criminals, at whom they gazed through the small opening in the door, just as they might at a caged wild beast. Nothing is allowed at Louvain to interrupt the intensely artificial fiction by which each prisoner is regarded as a mere mechanical unit. Yet the unnatural life thus enforced is not found to produce the ill effects often attributed to it by doctors. The average of mortality is now only 1½ per cent., and that of mental alienation and suicides together not more than ½ per cent. Both friends and enemies of the system ought assuredly to test their arguments by a visit to Louvain.

FIGHTING AMONG THE AFRICAN KINGS.

A letter from Old Calabar dated the 31st of August, says:—"Between 40 and 50 miles from the bar of the Old Calabar river, on the east bank, is Henshawton, a village occupied, it is supposed, by 300 or 400 inhabitants. Up the river a short distance is Duketown, with a population of 5,000 or 6,000. Between the two places is the Mission-hill, on which stand the premises occupied for 29 years by the U.P. Church of Scotland. The town and the village have been at war, and the strife has caused a good deal of annoyance to the missionaries and the European traders and their friends. Two or three years ago the chiefs of Henshawtown resolved to be like other towns in the neighbourhood, and have a king of their own. Duketown demurred to the assumption of the regal title. Slugs went flying about the hulks moored off Henshawtown in all directions, and caused a good deal of uneasiness and risk. A crown and a sceptre, however, were procured from Europe, and the coronation followed. This was made a violation of Egbo law, as Duketown had prevailed on the Egbo Institution to forbid it. The Egbo Institution is a confederation of the freemen in all the towns in Calabar, and its decisions are binding of all. Henshawtown was fined 300 boxes of brass rods (say of £600) and constrained to deliver their crown and sceptre to the Duketown people, by whom these emblems of Royalty were ignominiously destroyed. From that time there has been a desire for revenge in the Henshawtown people. War between the two towns was commenced. The men of Duketown had arrived off Henshawtown armed and ready for battle. The Henshawtown people resisted, and began hostilities by throwing lumps of wood at their enemies which were returned by the latter. This lasted for about an hour. The Henshaw people at length commenced firing upon those of Duketown, who responded in the same manner. The latter seemed to number about 50 to 1 as compared to their opponents. Firing was kept up all day. The Dukstown men were afraid to force their way into Henshawtown, which is surrounded by bush. Darkness setting in about 6 o'clock, the general firing ceased. There were three killed and a large number wounded on the Duketown side, among the latter Yellow Duke, said to be the largest trader on that part of the coast. It is stated that one Henshawtown prisoner was decapitated and his head carried in triumph into Duketown. No tidings could be learnt of the killed and wounded of Henshawtown, but they are supposed to be as many as if not more than those of their enemies. The Duketown people were well supplied with guns and rifles; they had also war canoes stationed along the beach facing Henshawtown, with a field-piece in the bow of each canoe to present to those on board, none of whom, however, were struck. The King of Henshawtown and four others slipped away under cover of night, and got on board a hulk. The white traders went to the King of Duketown at midnight, and reported that the King of Henshawtown had surrendered, requesting him to stop the war. They said they would not deliver up the refugee except on promise that his life would not be taken. He consented to stop the fighting if the other side would, and said he would decide next day, after consulting with his chiefs, in regard to the termination of the war and the fate of the King of Henshawtown. The Mission-house, the residence of the Rev. Mr. and Mrs. Anderson, was thrown open as a hospital for the wounded.

"Ma," said a small boy, approaching his mother, and exhibiting unmistakable symptoms of severe pain, "Do green apples grow in Heaven?"

A CHILD BORN TO A MOTHER SEVENTY-SIX YEARS OLD.

Truly this is an age of wonders, of big bonanzas, rich discoveries, and remarkable events, and Clay County is destined to be not among the least noted places, upon the pages of future history, for the wonderful events which have transpired within her borders. To the wife of Judge Thos. J. Gunn, who resides three miles south of Smithville, in that county, on the road leading from Smithville to Liberty, was born a boy baby on the 29th of September last, the mother being in the 77th year of her age. The baby weighed eight pounds at the time of its birth, and is a hearty, well-developed child.

Judge Gunn is an old, well-known, and highly respected citizen of Clay County, and gave us this piece of information from his own life, which was corroborated by one of his nearest neighbours, who was present at the time and weighed the child.

We have known Judge Gunn for several years, having served in the same regiment with him in the late war, and can vouch for the truth of the above.—[Liberty (Mo.) *Advance*.

"The Siege of Rochelle," opera, was revived on the 7th of October at the Princess's Theatre. Forty years have passed away since the first production of the opera at Drury Lane, when the principal characters were performed by Seguin, Wilson, Giubilei, and Henry Phillips; Miss Shirreff, Miss F. Healey, and Mrs. Vining, of whom Henry Phillips alone survives. Times change, and we change with them; and it seems at the present time difficult to understand how such a work could attain the popularity which it unquestionably secured. The libretto, by Fitzball, is of the Coburg melodrama type. The villain of the piece is a villain of the deepest dye. The heroine, in tears and white muslin, is a paragon of suffering innocence. The personages of the story make their exits and their entrances without reason, and sing without provocation; and the performance awakens a belief that the composer, having in his portfolio a number of musical pieces, had engaged a librettist to fit them, somehow, into a dramatic story;—and had not been lucky in the choice of the librettist.

COMMERCIAL INTELLIGENCE.

OPIUM.

SUNDAY, 5TH December.

Yesterday but a few chests of New Patna were placed at $620, and in New Benares nothing was done. As the direct steamers arrived today with about 2,000 chests Patna and 800 chests Benares, no business has been done in either description. The hourly expected arrival of the English mail steamer, with fresh supplies of Malwa, has suspended business in that drug also.

IMPORT CARGOES.

Per steamship *Hindostan*:—

782 chests New Patna Opium, 581 chests New Benares Opium, 2,058 bales Cotton, 651 bags Saltpetre, 245 cases Castor Oil, 50 cases Ghee, 430 bags Putchuck, 20 bags Soap, 20 bales Gunnies, 30 bales Twist, 20 bales Piece Goods, 34 bales Sufflower, 77 bags Pepper, 200 bags Betelnuts, 198 bags Sago Flour, 60 bags Gram, 166 pkgs. Sundries.

EXCHANGE.

ON LONDON:—

Bank Bills, on demand	4/0
Bank Bills, at 30 days' sight	4/0½
Bank Bills, at 6 months' sight	4/0⅞
Credits, at 6 months' sight	4/1½
Documentary Bills, at 6 months' sight	4/1½
ON BOMBAY.—Bank, on demand	221½
ON CALCUTTA.—Bank, on demand	221½
ON SHANGHAI,—	
Bank, sight	72
Private, 30 days' sight	72⅝

SHARES

Hongkong and Shanghai Bank Shares.—3 per cent. discount.

Union Insurance Society of Canton, new shares —$650 per share.

China Traders' Insurance Company's Shares—$1,375 per share.

China and Japan Marine Insurance—Tls. 105 per share.

Chinese Insurance Company.—$212 per share.

Hongkong Fire Insurance Company's Shares—$542½ per share.

China Fire Insurance Company's Shares—$149 per share.

Victoria Fire Insurance Company's Shares—$169 per share.

Hongkong and Whampoa Dock Company's Shares—30 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—Par.

Shanghai Steam Navigation Company—Tls. 72 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—50 per cent. discount.

Chinese Imperial Loan—£103.

SALES ON DECEMBER 4TH, AS REPORTED BY CHINESE.

Milled Rice, 1,500 piculs, at $1.65, by Hop-hing to local trader.

White Sugar, 100 bags, at $5.65, by Hop-hing to local trader.

Vermicelli, 20 bags, at $8.00, by Hing-tai to travelling trader.

Dried Lily Flowers, 5 bags, at $8.50, by Hing-tai to travelling trader.

Black Peas, 200 piculs, at $1.58, by Kwong-hop to travelling trader.

Liquorice, 40 bundles, at $6.00, by Yue-hing to travelling trader.

White Wax, 2 pieces, at $78.00, by Ying-kee to travelling trader.

Red Melon Seeds, 15 tubs, at Tls. 9.0.0.0, by Chun-tak-cheung to travelling trader.

Hams, 9 packages, at Tls. 17.5.0.0, by Chun-tak-cheung to travelling trader.

Fungus, 20 bags, at $34.50, by Kwong-wo-cheung to travelling trader.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.

1 Hongkong, 1st January, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN,
Agent.

1y 944 Hongkong, 18th June, 1875.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.

t 39 Hongkong, 16th November, 1872.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

t 1363 Hongkong, 20th July, 1872.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Despatched.
LONDON *via* SUEZ CANAL	Glaucus (str.)			Butterfield & Swire	On or about 13th inst.
Do. AND HAMBURG	Galatea (str.)	Böhme		Siemssen & Co.	Quick despatch.
Do.	Huntley Castle	Hughan	Hongkong	A. MacG. Heaton	Quick despatch.
Do.	Alexandra	Thos. Bulman	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Laju	MacWhirter	Hongkong	A. MacG. Heaton	Quick despatch.
HAMBURG	Monsoon	Geo. Hunter	Whampoa	Wm. Pustau & Co.	Quick despatch.
Do.	Carl Ritter	Lansen	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	Pilgrim	Fowle	Whampoa	Russell & Co.	Quick despatch.
Do.	Meteor	Direksen	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	G. T. Ray	Fraser	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SAN FRANCISCO *via* Y'HAMA	City of Tokio (str.)		Hongkong	P. M. S. S. Co.	On 15th inst., at 3 P.M.
Do. Do.	Belgic (str.)			O. & O. S. Co.	On 1st prox., at 3 P.M.
Do.	Lunalilo	Marston	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
CALLAO	Fray Bentos	Ramon Mota	Hongkong	J. J. dos Remedios & Co.	Quick despatch.
SINGAPORE, BOMBAY, &c.	Golconda (str.)	Anderson		P. & O. S. N. Co.	On 9th inst., at noon.
SAIGON, SINGAPORE, &c.	Iraouaddy (str.)	Lormier		Messageries Maritimes	On 16th inst., at noon.
YOKOHAMA	Orissa (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Ceylon (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Ajax (str.)			Butterfield & Swire	On or about 7th inst.
SWATOW AND AMOY	Esmeralda (str.)	Theband	Hongkong	A. MacG. Heaton	To-morrow, at daylight.
AMOY	Zamboanga (str.)	Arechavala	Hongkong	Remedios & Co.	To-morrow, at daylight.
SWATOW, AMOY & FOOCHOW	Kwangtung (str.)	Pitman	Hongkong	Douglas Lapraik & Co.	On 8th inst., at daylight.

For Sale.

FOR AUTUMN AND WINTER.

SAYLE & CO.

BEG to call attention to their Stock of GOODS (in the following Departments) suitable for the present and coming Seasons.

TAILORING DEPARTMENT.

Black and Blue Berlin COATINGS.

NOVELTIES in CHEVIOTS and HOMESPUNS (suit lengths only.)

A good selection of new Patterns in TROUSERINGS.

A few Vest lengths of Fancy Berlin VESTING.

Thin Blue SERGE, suitable for present wear.

White CRICKETING FLANNELS of various textures.

Oxford TWILL, SILK and WOOL, and ALL WOOL PAJAMA SUITS.

DRESSING GOWNS, &c., &c.

Gentlemen may rely upon their orders being executed with the utmost care and despatch.

OUTFITTING DEPARTMENT.

Latest Shapes in Black and Drab FELT HATS, DRESS HATS, OPERA HATS, SMOKING CAPS.

New designs in SCARVES, including the "Four-in-Hand Club," "Tennyson," "Windsor," "Club House," and others.

COLLARS of various Shapes.

DRESS SHIRTS, with Embroidered Fronts.

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Regatta and Oxford TWILL SHIRTS, a large assortment of Patterns.

White and Colored MERINO and CASHMERE UNDER VESTS and PANTS.

SILK, BALBRIGGAN, White and Fancy COTTON, and MERINO SOCKS.

Knickerbocker STOCKINGS for Shooting.

HANDKERCHIEFS, Plain and Hemstitched.

White, Turkish, Honey-comb, and other TOWELS.

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Patent DRESS and KID SHOES.

Single and Double Sole BOOTS.

Sole LEATHER OVERLAND TRUNKS, with Trays.

SOUTHGATE'S PATENT OVERLAND TRUNKS, with Trays.

PORTMANTEAUS, COAT CASES, Gladstone and Brief BAGS.

CANVAS BAGS for Soiled Linen for Travelling.

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MEERSCHAUM PIPES, CIGAR TUBES, &c., &c.

SAYLE AND CO.,
VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

JUST RECEIVED and for SALE, 80 Cases of Choice AMONTILLADO SHERRY, in One Dozen Cases. Cavite Cheroots and Segars. Apply to

J. M. GUEDES, JR.

1705 Hongkong, 17th November, 1875.

J. AND B. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'

Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.

ARNHOLD, KARBERG & Co.

tf 1130 Hongkong, 11th May, 1867.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,

WITH THE

PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Jhalraers' Vocabularly contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works, as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
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For Sale.

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ARE NOW SHOWING

BLACK and COLOURED SILKS, especially selected to wear well.

VELVETS and VELVETEENS, in all Colors.

HOMESPUNS, FRENCH MERINOES, CAMLETS.

PLAIN and FANCY FLANNELS, for Morning Gowns.

LADIES' and CHILDREN'S HATS. New Colors in RIBBONS, FLOWERS, and FEATHERS.

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MELTON CLOTH, SERGE, and HOMESPUN COSTUMES, made in Latest Style.

A Large Variety of CHRISTMAS TOYS and PRESENTS for Children.

LADIES' BOOTS and SHOES, Buttons, and Elastics.

GENTLEMEN'S FELT HATS, in Latest Shapes—The Cantab, Bute, Ryde, Athol, Argyle, and Stamford.

WHITE SHIRTS, Collars attached, cut specially low in the neck.

SCARVES, TIES, CRAVATS, BOOTS, SOCKS, UNDERVESTS, and UMBRELLAS.

A Few OVERLAND and RAILWAY TRUNKS.

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666 Hongkong, 16th November, 1875.

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COLOGNE WATER and GENERAL PERFUMERY, from EDOUARD PINAUD and Co.

Double FOWLING-PIECES, Lefaucheux, and REVOLVERS.

DE SAINT MARCEAUX ET CIE.'S CHAMPAGNE, Carte Noire and Carte Blanche, Pints and Quarts.

Fresh SALAD OIL, at $4.50 per dozen.

Old Cognac BISCUIT DUBOUCHE and other Brands.

Dépôt de la Compagnie Fermière de Vichy, any Springs, at $3 per doz.

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CLARET, in Casks, &c., &c., &c., at very moderate prices.

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1183 Hongkong, 22nd November, 1875.

DELICIOUS GINGER BRANDY, $4 per Dozen.

SPIRITS of WINE, for Lamps, $3 per Dozen.

Apply to the HONGKONG DISTILLERY Co.

1209 Hongkong, 8th August, 1875.

FOR SALE.

CHAMPAGNE.

HEIDSIECK & Co.'s MONOPOLE, China.

Apply to DEETJEN & Co.,
Sole Agents for China and Japan.

tf 144 Hongkong, 23rd January, 1875.

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR 1875.

THIS Work, in the THIRTEENTH year of its existence, is NOW READY FOR SALE.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

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"	" GEO. STREET, 30, Cornhill.
"	Messrs. BATES, HENBY & Co.
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Hongkong, 2nd January, 1875.

Vessels on the Berth.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,

Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS in JAPAN.

THE Company's Steamship

"AJAX,"

will be despatched on or about the 7th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

1775 Hongkong, 2nd December, 1875.

OCEAN STEAMSHIP COMPANY.

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THE Company's Steamship

"GLAUCUS"

will be despatched on or about the 13th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

1776 Hongkong, 2nd December, 1875.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"ORISSA,"

will leave for the above place shortly after the arrival of the S.S. *Ceylon* with the next English Mail.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 27th November, 1875. [1755

STEAM TO SHANGHAI,

(Taking Cargo at through rates for NAGASAKI *and* HIOGO.)

THE P. & O. S. N. Co.'s Steamship

"CEYLON"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 27th November, 1875. [1756

FOR LONDON AND HAMBURG, *via* SUEZ CANAL.

THE Steamship

"GALATEA,"

Böhme, Master, expected here on or about the 15th Dec. prox., will have immediate despatch as above.

For Freight or Passage, apply to SIEMSSEN & Co., *Agents.*

1761 Hongkong, 29th November, 1875.

FOR HAMBURG.

THE *A* 1 German Barque

"CARL RITTER,"

Lansen, Master, will have quick despatch as above.

For Freight, apply to SIEMSSEN & Co., OR MESTERN & HÜLSE, *Canton.*

1780 Hongkong, 2nd December, 1875.

FOR SAN FRANCISCO.

THE *A* 1 Hawaiian Bark

"LUNALILO,"

Captain Marston, will load here for the above Port, with quick despatch.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co.

1782 Hongkong, 3rd December, 1875.

FOR NEW YORK.

THE *A* 1 British Bark

"G. T. RAY,"

Fraser, Master, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

1772 Hongkong, 1st December, 1875.

FOR LONDON.

THE *A* 1 British Ship

"ALEXANDRA,"

Thos. Bulman, Master, will load here and at Whampoa, and will have quick despatch as above. For Freight, apply to VOGEL, HAGEDORN & Co.

1721 Hongkong, 19th November, 1875.

FOR NEW YORK.

THE *A* 1 German Bark

"METEOR,"

Direksen, Master, 595 Tons Register, having the greater portion of her Cargo engaged, will have immediate despatch.

VOGEL, HAGEDORN & Co.

1658 Hongkong, 9th November, 1875.

FOR NEW YORK.

THE *A* 1 American Ship

"PILGRIM,"

Captain Fowle, will load here and at Whampoa and will have quick despatch as above.

For Freight, apply to RUSSELL & Co.

1649 Hongkong, 6th November, 1875.

FOR LONDON,

To follow the "Huntley Castle."

THE *A* 1 British Ship

"LAJU"

MacWhirter, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.

For Freight, apply to A. MacG. HEATON, OR DEACON & Co., *Canton.*

1753 Hongkong, 26th November, 1875.

FOR HAMBURG *(Direct.)*

THE *A* 1 British Barque

"MONSOON,"

Geo. Hunter, Master, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to WM. PUSTAU & Co.

1657 Hongkong, 9th November, 1875.

FOR LONDON.

THE *A* 1 British Ship

"HUNTLEY CASTLE,"

Hughan, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.

For Freight, apply to A. MacG. HEATON, *Hongkong;* DEACON & Co., *Canton.*

1683 Hongkong, 12th November, 1875.

FOR CALLAO.

THE *A* 1 Peruvian Ship

"FRAY BENTOS,"

Ramon Mota, Master, will meet with quick despatch as above.

For Freight, apply to J. J. DOS REMEDIOS & Co.

1616 Hongkong, 1st November, 1875.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.

Apply at the *Daily Press* Office.

Hongkong, 1st February 1875.

Vessels on the Berth.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;

ALSO,

BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GOLCONDA*," Captain ANDERSON, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 9th December, at Noon.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 8th.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

Shippers of cargo for Bombay are requested to take note, that the Steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 27th November, 1875.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S.S. "*CITY OF TOKIO*" will leave Hongkong for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 15th December, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, *viâ* OVERLAND RAILWAYS.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, *viâ* the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 14th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.

Hongkong, November 15th, 1875.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO,

PONDICHERRY, MADRAS, AND CALCUTTA.

ON THURSDAY, the 16th December, 1875, at Noon, the Company's Steamship "*IRAOUADDY*," Commandant LORMIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 15th December, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.

Hongkong, 6th December, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. *BELGIC* will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 1st January, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 31st instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.

Hongkong, December 2nd, 1875.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1026 July 7

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.

T. G. LINSTEAD.

1909 Hongkong, 18th November, 1874.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly

Extracts.

THE AUTUMN OF THE WORLD.

The last wan petals leave the rose,
The latest swallows plume for flight,
The Summer's gone where no one knows,
With dead men's love, and spent year's light,
And warm hearts buried out of sight.

Red roses are the crown of youth;
The warm light strikes on lovers' lips;
Laugh though, and fondle happy mouth,
And yet, remember, sweet time slips,
Death hurries on with full eclipse.

So short, so sad! O, let not Death
Find only faded flowers and wine,
When, hungry for the joyous breath
That dreams not of the year's decline,
He lays his cold white mouth to thine!

Cling to the flying hours; and yet
Let one pure hope, one great desire,
Like song on dying lips be set,
That are we fall in scattered fire
Our hopes may lift the world's heart higher.

Here in the Autumn month of Time,
Before the great new year can break;
Some little way our feet should climb,
Some little mark our words should make
For liberty and manhood's sake!

Clear brain and sympathetic heart,
A spirit on flame with love for Man,
Hand swift to labour, slow to part—
If any good since time began
The soul can fashion, such soul can.

And so when we are dead and past,
The undying world will some day reach
Its glorious hour of dawn at last,
And we across Time's sunken beach,
May smile, one moment, each to each.

AN ARTIST'S OFFERING TO GENIUS.

A lady writes from Paris to the Boston *Post*:—"At an artists' reunion, a while ago, where figured all the celebrities of France, whilst I was sitting between MM. Jerome and Bonnet, I was told a story of another painter, M. Edouard Frere, whose renown is of the kindest and gentlest; whose golden deeds people love to narrate, though they are hardly known beyond his family, and who is almost as much revered in America, I am told, as in France. Some time last winter a poor cobbler's son had presented himself and been admitted at one of the free evening schools of design, and in a few lessons had shown so great a talent that the master urged the boy to come in the daytime and devote all his attention to drawing, adding that he could promise him a bright future. On which the boy, shedding tears, disclosed his situation and his great love and longing for an education. But he declined the offer, saying that it was impossible—the family were poor, and he was obliged to help his father earn their bread. Then the master—"never once thinking of the rest of us," said the painter who told me the story—went to Edouard Frere, showing the fellow's talent in his drawings, and his poverty and hardship. To this Frere said: "I am under a contract to a New York house not to sell any picture in France; but listen—I will paint one and present it to the cobbler, who may use the money it brings for his son." So Frere painted the picture, and when it was done he sent it to the cobbler, stipulating, you understand, that the money it brought was to be used for the boy, who exhibited it, and sold it for 10,000 francs. With this the boy has begun his attendance upon art, la Belle Maitresse.

AN OLD HOUSE AND ITS STORY.

In the year 1666, amongst the smouldering ashes of the Great Fire of London, there stood in Fan or Fenchurch-street, smoke-begrimed and flame-blackened, and old City tavern, then, and for many years after, known as the Elephant. It stood just where the flames had raged most fiercely amongst the old sun-dried timber lath-and-plaster buildings, and where, through the close passages, narrow lanes and alleys, they spread fastest, so that its preservation must have been regarded as almost miraculous, although the neighbouring Church of St. Gabriel was less fortunate. John Evelyn saw the flames sweeping everything before them all along "Fenchurch-streete, Gracious-streete, and so along to Baynard's Castle," and noted how the terror-stricken burghers were so paralysed by the frightful scene before them that the fire had its way almost uncontrolled, and "they hardly stirred to quench it." Some days after a friend of Everlyn and a fellow-member of the Royal Society—then in its childhood—that famous Secretary to the Admiralty, Mr. Samuel Pepys, described "all the town burned, and a miserable sight of St. Paul's Church, with all the roofs fallen, and the body of the quire fallen into St. Faith's"—the church beneath it—while "Fanchuch-street, Gracious-street, and Lombard-street" were "all in dust," and of the neighbouring Exchange nothing remained standing of all the statues and pillars "but Sir Thomas Gresham's picture in the corner." The fire was ultimately beaten down and its progress stayed at various spots, and, amongst others, at the church in Fenchurch-street. When the Great Fire had burnt itself out, and its ashes had grown cold, there arose a demand for shelter which must have crowded the old town from cellar to roof. The few churches unburnt were opened as refuges for the poor, and many thousands were living in temporary huts erected in the neighbouring fields. Busy days were those for the Elephant Tavern, in the midst of 400 streets of fire-demolished houses, 13,200 in number, covering 436 acres of ground, of which it was almost the centre. From that time until the year 1826 when, being in an unsafe condition, it was taken down and rebuilt, the tavern, which had then become known as the Elephant and Castle, was a popular one amongst the old citizens, as with such a history well it might be. The parochial authorities had their annual entertainment there. The Hudson's Bay Company's porters made it their house of call, and many celebrities of the City met there regularly to smoke and drink and discuss the events of the day. It was then occupied by a family named Eaton, with whom it had remanded for more than a hundred years.

In 1727, while Hogarth was, probably, still looking at this ancient tavern, he was glad to undertake a design for tapestry for one Morris, an upheld or upholsterer. It was work to which he was unaccustomed, and being told that the man who had undertaken this task was not a painter but an engraver, had to be reassured by the artist's promise that in the event of his design proving unsatisfactory he would not ask payment for it. The foreign tapestry workers in whose hands it was placed pronounced the design a bad and useless one. Morris refused to pay. Hogarth sued for the price—twenty pounds for workmanship and ten for material—and when the case came on for trial before the Lord Chief Justice, the verdict of the jury, and consequently the judgment, went against him. Now, although the fame of the engraver was then growing, having been created some two or three years before by his first production of merit, called "The Taste of the Town," better known to us as "Burlington Gate"—in which Pope the poet figures as a deformed dwarf "plasterer," awkwardly "whitewashing and bespattering" any one who came in his way although the booksellers were beginning to employ him to design and engrave for books, so heavy a loss in both time and money plunged him into serious difficulties, and a careful comparison of dates induce us to think that it was at this time that Hogarth's score having become unduly long, his landlord, the host of the Elephant and Castle, agreed to wipe it off, it he—Hogarth—would paint a certain picture on the wall of his tap-room—and thereby hange a tale.—*Builder.*

ANCIENT AND MODERN COACHING, WITH ANECDOTES OF THE ROAD.

BY LORD WILLIAM LENNOX.

"Every medal has its reverse." Many persons may be found who denounce coaching as an abomination; while others declare that railway travelling is most fatal not alone to the lives, but to the comforts of her Majesty's subjects. I pass over the dangers of the rail, and will lay before my readers the opinions expressed by the two contending parties. One declares, among the many improvements of which this age has been productive—and many and vast have they been—that—of travelling unquestionably bears the bell. The very word, however, has now become a misnomer. It is no longer travelling; it is flying over the country, luxuriously and triumphantly, at a pace that equals the hurricane. The rapidity with which travellers are now conveyed by steam over the length and breadth of the country is a social advantage which, for manifold purposes, cannot be too much appreciated. Some may remember, and have not those suffered from, the old slow and sure system?

This rasks the joints,
This fires the veins,
That every laboring sinew strains,

might have been the motto of those stage-coaches which in former days pursued their way at the rate of ten miles an hour, to the misery, inconvenience, and detention of every passenger that was doomed to the adoption of such conveyances. The pillory would now be preferable to the top of a stage-coach on its passage from London to Exeter on a dark, tempestuous night in December. What inexpressible horrors does the very idea suggest! The expense too, was no trifling consideration; for after the fare was paid, half of which was recouped if you did not put in an appearance, fees were incessantly demanded and wrung from the luckless traveller, as if he were a sheep born to be fleeced by a pack of merciless hirelings. Ere you started on your journey a porter rushed up, and, whether permitted or not, seized your carpet-bag or hat-box, and, pitching them into the boot, regardless of their contents, would turn round, and, with audacious effrontery, demand a fee for his trouble; ay, and, if he did not get it, would abuse you roundly to your face. Then, the dignity of the box seat! "Nota quæ sedes fuerat columbis"—pigeons they were, with a vengeance, that occupied it. At what price was it purchased! Entailing a double fee—one to the porter for casting your coat upon it, the other to the coachman for the privilege of sitting with your teeth in the wind, sharing his conversation, his rug, and his seat. Talk not of the spicy team, the rattling bars, which, for short journeys in fine weather, was an agreeable way of travelling; but for distances the inside of a coach was almost insupportable. Outside in winter not much better.

Then, again, the great improvement in travelling since the road gave way to the rail is never more deeply felt and rejoiced at than at Easter, Whitsuntide, and the festive season of Christmas, as it enables so many more to visit their friends in the country than was formerly the case, with a greater amount, too, of comfort to themselves, and at a considerably less expense. In the old days of coaching and posting few, comparatively speaking, would be conveyed to or from the metropolis. Those who travelled post were often detained for horses; and those who went by coach had to book their places weeks before, paying half the fare, and even then a heavy fall of snow might put an end to all journeys. Now, instead of sitting for hours wet through from the pelting pitiless storm outside a coach—instead of being called by candlelight, and travering the streets in a slow rumbling vehicle, the traveller can enjoy his breakfast in London, can be conveyed to the station in a fast-trotting hansom, can sit snugly protected from the weather, and reach his destination in a fourth of the time his predecessors could on the road. And here it may not be out of place to describe a journey by coach, say from London to Bath, on a cold raw winter's day. I speak of the time when the old, crawling, creaking, rattling, six inside vehicle had not given way to the fast four-horse light coach. Often have I travelled by one of these wretched conveyances to Newbury, when I was at a private tutor's at Donnington Grove. As lucifer matches were not then in prospective existence, the only method of getting a light was by striking a flint against a steel in a tinder-box. Your candle lit, a hasty toilet made, you descended, if at an hotel, into a coffee-room, miserably lit, and reeking with the odour of gin, brandy, and punch. At that early hour breakfast was out of the question. Then there was the uncertainty whether the hackney-coach you had ordered over night would be forthcoming; if it did arrive you reached the White Horse Cellar or Gloucester Coffee-House by a little before six, where a glass of rum and milk or some "early purl" might be had. If an inside passenger, you were subjected to being "cribb'd, cabin'd, confined" in a small compass, without head or knee room, for nearly sixteen hours. If an outsider, there was the discomfort of cold winds, drifting snow, heavy rain, and dripping umbrellas. Then the dinners on the road—twenty minutes allowed with its scalding soup, its undordone boiled leg of mutton, its potatoes, hot without and hard within. Then the scramble for a nook by the fire to dry the soaked coat, cloak, or hat, then the change of coachmen, all of whom expected to be remembered; then the fees to guards and porters. Let anyone picture to himself or herself the miseries of such a journey, and be thankful that they have all nearly vanished under the mighty power of steam.

Having given the opinions of the advocates of the rail, I turn to those of the road, who thus describe the delights of a journey in a fast coach. They suppose a fine spring morning, when you found himself seated by the side of a pleasant companion, behind four blood horses, the roads sufficiently watered by an April shower to lay the dust; the hedgerows shooting forth—buds unfolding, flowers bursting out; the birds carolling cheerfully, as if to welcome the return of spring; the sun smiling upon the snug cottages, the picturesque village churches, the small hamlets, the peaceful homesteads, the neatly-kept gardens, whose early produce were beginning to bloom—such were the agrements of the road. Every mile presented a new feature; the green fields, the earth teeming with fertility, the velvet lawns, and verdant fields, the luxuriant woods, the peaceful valleys, the shady lanes, the blossomed orchards, the "balmy odours" of nature—her breath upon the breeze—all combined to raise your dull spirits to a state of ecstasy. Then, the excitement as the well-appointed "drag" drove through the village, the guard sounding his cheerful horn, and the coach pulled up for a snack at a cleanly wayside public-house, where the buxom landlady and the pretty barmaid dispensed the creature comforts to the hungry guests, their appetites sharpened by a drive of some twenty or five-and-twenty miles.

They then turn to the rail, declaring that instead of the "balmy odours" of nature—her breath upon the breeze—the traveller is nearly suffocated with the rank smell of oil, smoke, gas, and sulphur. Instead of gazing upon the beauties of England's rural scenery, you are whirled along at the rate of fifty miles an hour, amidst the densest smoke, the groanings of engines, through an embankment of chalk or clay. Just as you are contemplating a fine mountainous view, a stately viaduct, a picturesque waterfall, or a placid lake, another train meets yours, and entirely hides the prospect from you. Instead of the warm welcome at the inn, apostrophised by Shenstone, or the less ostentatious, although not less sincere, reception at the wayside public-house, you are shown into a huge room that reminds you of the spot where the lions are wont to be fed at the Zoological Gardens, where all is noise, hurry, and confusion; where your pockets are emptied and your inner man not filled, from the caloric qualities of the food and the haste in which you are called upon to devour it; and last, not least, they compare the comfort of a barouche and four, a chariot and pair, starting at your own hour, stopping where you like, to the levelling system of the rail, where high-born dames of great degree are mixed with blacklegs and sharpers, where the "hereditary pillars of the State" congregate with Whitechapel "gents" and Corinthian "swells," where prim old maids are "cheek by jowl" with libertine roues, where young and innocent boarding-school misses sit next to soi-disant captains and needy fortune-hunters, where unprincipled debtors are placed opposite their clamorous creditors, where sage philosophers come in collision with unchained lunatics, and proud peeresses are brought in contact with the frail and fair ones of the demi-monde.

They then described a stage-coach dinner, contrasting it with one that could be had at all good inns on the road when travelling by the side of your own carriage. And they lay the scene at the Red Lion, Henley-on-Thames; at the Windmill, Salt-hill; at the Pelican, Newbury; at the Bear, Reading; at the Sugarloaf, Dunstable; at the Dun Cow, Dunchurch; at the Hop Pole, Worcester; at the King's Arms, Godalming; at the Castle, Taunton; at the Lion, Shrewsbury; at the Hand Inn, Llangollen, or at a variety of other excellent inns, many of which have been swept away since the introduction of the rail. They dwell upon the good old English country fare, which did not require the foreign aid of ornament. Not that they censure French cooking; but what they find fault with—and I heartily concur in this—is an attempt to transmogrify native dishes into Continental ones by what the newspaper advertisements term "a professed woman cook," who is as fit to send up a well-dressed *filet de Volaille à la Parisienne*, a *Mainlenon cutlet*, or a *vol au vent à la Financiere*, as she would be to play a match of polo at Hurlingham or to take the part of the Countess in the *Mariage de Figaro*. The plain and perfect English dinners in bygone days generally consisted of mutton broth, rich in meat and herbs, fresh-water fish in every form—stewed, fried, boiled, baked, spitch-cocked, and water-soused; the purest bread and freshest butter; salmon and fennel sauce, mackerel with green gooseberries, and the earliest cucumbers brought down by coach from the Groves of London; a saddle of Southdown, kept to a moment and done to a turn; mutton chops, hot and hot; narrow-bones; Irish stews; rump-steaks, tender and juicy; chicken and ham, plum-pudding, fruit tarts, trifles, and gooseberry-fool. Then the produce of the grape—no thin, washy claret, at eighteen shillings a dozen; no fiery port, one day in bottle; no sherry at twenty-five guineas the cask; but fine old crusted port, sherry dry and fruity, madeira that had made more than one voyage to India. Our readers must decide between the two opinions.—*Illustrated Sporting and Dramatic News.*

ANECDOTES OF PRESIDENT LINCOLN.

A delegation from the West waited upon the President one day for the purpose of pointing out the errors and shortcomings of his administration. The President heard them patiently, and then replied as follows:—"Gentlemen, suppose all the property you were worth was in gold, and you had put it in the hands of Blondin to carry across the Niagara Falls on a rope, would you shake the cable or keep shouting out to him, 'Blondin, stand up a little straighter; Blondon, stoop a little more, go a little faster—lean a little more to the North—lean a little more to the South?' No, you would hold your breath as well as your tongue, and keep your hands off until he was safe over. The Government are carrying an immense weight. Untold treasures are in their hands. They are doing the very best they can. Don't badger them. Keep silence and we'll get you safe across." During a public reception, a farmer from Virginia told the President that the Union soldiers, in passing his farm, had helped the themselves, not only to his hay, but to his horse, and he hoped the President would urge the proper officer to consider his claim immediately. Lincoln said that this reminded him of an old acquaintance of his, Jack Chase, who used to be a lumberman on the Illinois, a steady, sober man, and the best raftman on the river. When the first steamer was put on, Jack was made a captain of her. He always used to take the wheel going through the rapids. One day, when the boat was plunging and wallowing along the boiling current, and Jack's utmost vigilence was being exercised to keep her in the narrow channel, a boy pull his coat-tail and hailed him with, "Say, Mr. Captain, I wish you would just stop your boat a minute; I've lost my apple overboard." A deputation of temperance men once complained to the President of the immoderate use of stimulants by one of our most successful generals. Lincoln asked the speaker if he had ascertained what kind of liquor the general drank. The question disconfited the delegate, and he requested to know why it was asked. "Because," said the President, "I should like to send a barrel or two of the same stuff to each of my generals." One day the Hon. Thaddeus Stevens called with an elderly lady in great trouble, whose son had been in the army, but for some offence he had been court-martialled, and sentenced either to death or to imprisonment, at hard labour for a long term; I do not recollect which. There were some extenuating circumstances, and after a full hearing the President turned to the representative, and said: "Mr. Stevens, do you think this is a case which will warrant my interference?" "With my knowledge of the facts and the parties," was the reply, "I should have no hesitation in granting a pardon." "Then," returned Mr. Lincoln. "I will pardon him," and he proceeded forthwith to execute the paper. The gratitude of the mother was too deep for expression, except by her tears; and not a word was said between her and Mr. Stevens until they were half way down the stairs on their passage out, when she suddenly broke forth in an excited manner with the words: "I knew it was a copperhead lie!" "What do you refer to madam?" asked Mr. Stevens. "Why they told me he was an ugly-looking man," she replied with vehemence, "he is the handsomest man I ever saw in my life!" A telegram from Cumberland Gap reached Lincoln on one occasion, containing the news that "firing was heard in the direction of Knoxville." He remarked that he was "glad of it." Some person present, who had the perils of Burnside's position uppermost in his mind, could not see why Mr. Lincoln should be glad of it, and so expressed himself. "Why you see," responded the President, "it reminds me of Mistress Salie Ward, a neighbour of mine, who had a very large family. Occasionally one of her numerous progeny would be heard crying in some out-of-the-way place, upon which Mrs. Ward would exclaim, 'There's one of my children that isn't dead yet!'"—*Major Ewen Jones.*

The journal *Le Charbon* states that experiments have been made at Bordeaux for the employment of cork in gas for lighting. The results were so favourable and so economical that it has been decided to fit up works for lighting the town of Nerac on that system. The waste obtained from cork manufactories is distilled in retorts, and flame thus obtained is said to be brighter and whiter than that from coal gas.

HONGKONG MARKETS.

As Reported by Chinese on the 4th December, 1875.

COTTON GOODS.

American Shirtings, 15 lbs.	per piece	$2.60 a 2.75
American Drills, 40 yards	„	2.75 a 2.85
„ 40	„	3.70 a 3.80
Cotton Yarn, No. 12 a 24	per 400 lbs.	83.00 a 105.50
„ 28 a 32	„	112.00 a 117.00
„ 38 a 42	„	118.00 a 130.00
„ Bombay		83.00 a 87.50
Chintz	per piece	$1.30 a 1.95
Dyed Spotted Shirtings	„	3.60 a 3.95
„ Brocades Do.	„	3.85 a 4.10
„ Damask Do.	„	5.25 a 6.50
English Drills 36 yards	„	2.40 a 2.45
„ 14 lbs.	„	3.05 a 3.20
„ 15 lbs.	„	3.30 a 3.45
Grey Shirtings, 7 lbs.	„	1.70 a 1.85
„ 8 lbs.	„	2.00 a 2.05
„ 82 lbs.	„	2.15 a 2.50
„ 9 lbs.	„	3.00 a 3.08
„ 10 lbs.	„	3.15 a 3.50
Grey T Cloth, 24 yds x 33 in. 5 lbs.	„	1.45 a 1.50
„ 24 „ & 33 in. 7 lbs.	„	1.60 a 1.72
„ 24 „ & 36 in. 8 lbs. XO	„	2.15 a 2.20
„ 24 „ & 36 in. 8 lbs. OL	„	2.17 a 2.20
„ 24 „ & 36 in. 8 lbs. XX	„	1.70 a 2.72
Handkerchiefs, Blue	per doz.	0.60 a 0.70
„ Brown	„	0.62 a 0.85
„ Red	„	0.77 a 0.85
„ Light Red	„	0.75 a 0.76
Jeans, 30 yards	„	2.34 a 2.50
Muslins, White, Plain, 12 yards	per piece	1.15 a 1.25
„ Figured 24	„	2.05 a 2.25
Turkey Red Shirtings, 2 lbs.	„	2.15 a 2.35
„ „ 3 lbs.	„	2.85 a 2.40
Velvets, Black, 27 in.	per yard	0.21 a 0.22
„ Gentian, 22 „	„	0.19 a 0.20
Velveteens, Black	„	0.28 a 0.33
„ Gentian	„	0.30 a 0.31
White Shirtings, 54 a 60 reed	per piece	1.95 a 2.10
„ 64 a 66 „	„	2.45 a 2.6[illegible]
„ 68 a 80 „	„	2.80 a 3.45
„ 600 „	„	3.85 a 3.00
„ 7,000 „	„	3.50 a 3.65
„ AA	„	1.00 a 1.05
„ EF	„	6.00 a 6.03
„ MR	„	4.80 a 4.85
„ EL	„	6.05 a 6.10
White Spotted Shirtings	„	2.50 a 2.55
„ Brocades	„	2.70 a 2.75

WOOLLEN GOODS.

Blankets, 7 lbs.	per pair	$2.95 a 3.20
„ 8 lbs.	„	3.20 a 3.30
„ 9 lbs.	„	3.50 a 3.70
„ 10 lbs.	„	4.25 a 5.00
„ 12 lbs.	„	9.10 a 6.20
Camlets, SSS	per piece	16.00 a 16.50
„ SS	„	17.50 a 18.00
„ S	„	18.50 a 19.00
„ BBB	„	19.00 a 19.50
„ AAA	„	18.00 a 18.50
„ DLL	„	16.50 a 17.00
Cloth, Broad	per yard	2.18 a 3.00
„ Medium	„	1.03 a 1.80
Long Ells, MM Scarlet	per piece	9.40 a 9.50
„ Assorted	„	8.80 a 8.90
„ HH Scarlet	„	9.30 a 9.40
„ Assorted	„	8.60 a 8.70
„ H Scarlet	„	9.40 a 9.50
„ Assorted	„	8.70 a 8.80
Lustres, Figured	„	5.10 a 5.30
Lasting, DD	„	16.00 a 16.50
Orleans, Plain	„	5.50 a 5.00
Spanish Stripes	per yard	0.80 a 0.81

METALS.

Iron, Nail-Rod	per piecul	2.85 a 3.00
„ Hoop	„	3.60 a 3.75
„ Bar	„	2.90 a 2.95
„ Wire	„	7.60 a 7.65
Lead, Pig	„	7.50 a 7.70
Pigs, W.B.	„	7.60 a 7.80
„ Lead, LB	„	7.60 a 7.90
Quicksilver, English	„	6.00 a —
„ American	„	27.50 a —
Steel, English	per lib	4.20 a 4.50
„ Swedish	„	5.30 a 5.50
Sheathing Metal	per piecul	24.00 a 24.00
Spelter	„	7.00 a 7.75
Tin, Malacca	per piecul	22.70 a 24.63
„ Plates	per box	6.00 a 7.00

PRODUCE.

Almonds	per piecul	21.00 a 21.50
Alum, 1st quality	„	1.30 a 1.35
„ 2nd	„	1.45 a 1.60
Bark, Siam	„	0.83 a 1.10
„ Cumshor	„	13.00 a 14.50
Beche de Mer	„	30.00 a 55.00
Bees Wax, Japan, White	„	30.00 a 10.50
„ „ Yellow	„	48.00 a 52.00
„ „ Hankow, White	„	78.00 a 78.50
Birds' Nests, 1st quality	per pcl.	$2,200 a 2,000
„ 2nd „	„	650 a 850
„ 3rd „	„	170 a 250
Brimstone	„	3.25 a 3.50
Buffalo's Hide, Manila	„	12.00 a 15.50
Camphor, packed	„	13.50 a 31.50
„ Barrus, clean	„	5,000 a 5,200
„ Refine	„	8,000 a 2,000
Cardamoms, Superior	„	150.00 a 170.00
„ Infer or	„	23.00 a 24.00
Cloves	„	40.00 a 42.00
Coals, Allost	per ton	
„ English steam	„	11.75 a 12.80
„ Sydney	„	9.75 a —
Coffee	per piecul	22.50 a 24.50
Copper Sheathing, Japan	„	24.00 a —
„ Rod	„	24.50 a —
„ Nails	„	23.50 a 23.80
Cotton, Shanghai	„	20.50 a 21.00
„ Bombay	„	14.80 a 17.60
„ Shantung	„	19.50 a 20.00
„ Ningpo	„	21.50 a 22.00
„ Kiantsin	„	22.00 a 22.50
„ Tungshing	„	23.00 a 24.00
„ Calcutta	„	14.00 a 16.50
Cutton Seeds, Saigon	„	6.50 a 6.60
„ Siam	„	5.80 a 6.90
Cow's Hide	„	8.50 a 9.75
Cuttlefish, Japan	„	21.00 a 23.00
„ without bones	„	12.50 a 14.60
„ Chauchow	„	27.50 a 28.00
Catch	„	5.80 a 6.00
Dates, Black	„	3.75 a 4.28
„ Red	„	3.20 a 4.03
Dried Lily Flowers	„	9.10 a 9.35
Elephant's Teeth, 4 a 5 pieces	„	250 a 300
„ 7 a 8 „	„	200 a 220
Flour, California, per sack of 50 lbs.	„	1.30 a 1.40
„ American per barrel of 100 lbs.	„	2.70 a 2.80
„ „ „ of 200 lbs.	„	0.10 a 0.35
Fungus	„	34.00 a 34.50
Fins	„	0.50 a 0.00
Ginseng, American, 1st quality	„	320.00 a 300.00
„ 2nd „	„	100.00 a 110.00
„ Foochow	„	15.00 a 1[illegible].50
Hams, Ordinary	„	20.00 a 00.50
„ Superior	„	10.50 a 11.50
Hemp, Hankow	„	10.40 a 11.00
„ Siam	„	38.00 a 45.00
Isinglass, Japan	„	5.60 a 5.70
Melon Seeds, 1st quality	„	5.20 a 5.30
„ 2nd „	„	55.00 a 60.00
Mushrooms	„	11.00 a 12.80
Mussels, Dry Siam large	„	7.50 a 8.50
„ „ middle	„	
Mussels, Dry Siam small	per piecul	5.50 a 5.55
Peas, White	„	2.05 a 2.10
„ Green	„	2.10 a 2.20
„ Black	„	1.68 a 1.70
„ Yellow	„	1.80 a 1.85
„ Green Beans	„	1.90 a 1.95
Pearl Barley	„	6.50 a 7.80
Pottitoe Flo r	„	2.00 a 2.40
Putchuck	„	13.00 a 14.70
Rhinoceros Horn	„	2,000 a 3,000
„ Mother	„	2.00 a 2,400
Rice, Bengal Cargo No. 1	„	2.45 a 2.50
„ „ 2	„	2.20 a 2.25
„ Siam, white	„	1.55 a 1.60
„ „ mill cleaned	„	1.45 a 1.50
„ Manila	„	2.35 a 2.40
„ Singapore	„	1.88 a 1.91
„ Saigon	„	1.44 a 1.60
„ Arracan	„	2.10 a 2.15
„ Rangoon	„	2.35 a 2.40
Saltpetre	„	4.75 a 5.50
Seaweed, Green	„	2.05 a 2.3[illegible]
„ Cut	„	3.75 a 3.90
Sesamum, White	„	4.10 a 4.30
„ Black	„	2.85 a 3.10
Shark's fin	„	30.00 a 50.00
Sha-lith, Japan	„	27.00 a 45.00
„ California	„	14.00 a 14.50
Stockfish	„	5.00 a 6.40
Straits Produce, Sc.—		
„ Rattans, Straits	per piecul	5.30 a 5.50
„ Banjar	„	4.25 a 4.50
„ Pepper, White	„	16.80 a 17.50
„ „ Black	„	10.25 a 10.40
„ Betel Nut	„	2.50 a 2.85
„ Sandal Wood, Malabar	„	4.10 a 4.20
„ „ South Seas	„	14.00 a 16.00
„ Sapan Wood, Manila	„	1.60 a 2.00
„ „ Siam	„	2.25 a 2.50
Sugar, Canton White, 1 a 3	„	6.15 a 6.50
„ „ Dark Brown	„	4.70 a 5.00
„ „ West Coast, Dark Brown	„	5.45 a 5.00
„ „ Manila, Dry White	„	9.45 a 9.50
„ „ Candy	„	8.00 a 9.50
„ „ Foochow	„	8.50 a 9.50
Vermicelli, Mont in	„	4.50 a 4.25
Walnuts	„	1.75 a 1.80
Wheat, Tientsin	„	2.00 a 2.05
„ California	„	Tls.5.7.0 a —
Wood Oil	„	5.1.0.0 a 5.1.0.0
Pen	„	$0.25 a 0.55
Tea	„	3.20 a 3.30
Window Glass	per box	

SHIPPING IN THE CHINA WATERS.

HONGKONG.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
STEAMERS.					
Adria	W. E. Breeze	Brit. str	780	P. & O. S. N. Co	
Alney		Span. str	269		Repairing
Argyll	D. Scott	Brit. str	1271	Jardine, Matheson & Co	Singapore, &c.
Arratoon Apcar	R. Cass	Brit. str	956	Siemssen & Co	
City of Tokio	Maury	Amr. str	4250	P. M. S. S. Co	Yokohama, &c
Emeralds	G. Thebaud	Brit. str	395	A. MacG. Heaton	Amoy
Estepona	L. B. Hubbuck	Brit. str	669	Birley & Co	
Fame	Vicary	Brit. str	116	S. K. & W. Dk. Co	*Tug Flying*
Hindostan	T. S. Gardner	Brit. str	991	D. Sassoon, Sons & Co	Singapore, &c.
Ichang ‡	B. Martin	Brit. str	700	Butterfield & Swire	
Kinshan ‡	Cary	Brit, str	1050	H. O. & M. Steamboat Co	
Kiu-Kiang	Morton	Brit. str	1061	H. O. & M. Steamboat Co	
Kwangtung	Pitman	Brit. str	491	D. Lapraik & Co	East Coast
Little Orphan		Amr. str	45	Captain T. B. Benning	Tug Flying
Ly-ee-moon	Forrest	Brit. str	611	Birley & Co	
Maotan	Larrinaga	Span. str	301	H. Kisar	Manila
Mecca	J. Sturrock	Brit. str	1146	Hop-kee	Singapore, &c.
Norna	C. Koch	Brit. str	606	Kwok Acheong	Swatow
Ocean	Jaques	Brit. str	970	Chinese	
Orissa	Harvey	Brit. str	1118	P. & O. S. N. Co	Yokohama
Powan §	A. Benning	Brit. str	1890	H. O. & M. Steamboat Co	
Sindh	Rapatel	Fren. str	1963	Messageries Maritimes	Shanghai
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	Repairing
Sunda	E. M. Edmond	Brit. str	1083	P. & O. S. N. Co	In Dock
Thingvalla	A. Monrier	Dan. str	1577	Wm. Pustau & Co	
White Cloud ‡	T. B. Benning	Brit. str	652	H. O. & M. Steamboat Co	
Yot-sai §	W. Kentwell	Brit. str	180	Kwok Acheong	Laid up
Yottung		Brit. str	823	Kwok Acheong	Amoy
Zambounga	Arrechavalla	Span. str	579	Remedios & Co	
		‡ *Running between Hongkong and Canton*			
		§ *Running between Macao and Hongkong.*			
SAILING VESSELS.					
Albatros	Koppelmann	Ger. bk	877	Melchers & Co	
Alexandra	Thos. Bulman	Brit. sh	898	Vogel, Hagedorn & Co	London
Alva	E. A. Souza	Port. sh	632	Brandao & Co	
Anne Chesbyre	W. Laurence	Brit. bk	422	Captain	
Annie Gray	R. Mote	Brit. sh	727	Rozario & Co	
Ardentinny	Thos. Brown	Brit. bk	377	Ed. Schellhass & Co	
Armenia	Salter	Amr. bk	326	Frazar & Co	
Beethoven	R. Haje	Ger. bk	340	Melchers & Co	
Burra Noorfol	A. Worgitzky	Siam. bk	360	Chinese	
Canton	C. Kundsen	Siam. sh	779	Chinese	
Caprera	Randell	Amr. bk	700	Wm. Pustau & Co	
Carl Ritter	H. C. Lausen	Ger. bk	596	Siemssen & Co	Hamburg
Caroline Behn	Schmidt	Ger. bk	673	Siemssen & Co	
Carrick Castle	J. Dodds	Brit. sh	898	Adamson, Bell & Co	
Channel Queen	Leatesley	Brit. sh	609	Ed. Schellhass & Co	
Charger	G. B. Knowles	Amr. sh	1444	Russell & Co	
Charter Oak	Smith	Brit. sh	963	Jardine, Matheson & Co	
Chateaubriand	F. Herve	Fren. bk	384	Carlowitz & Co	
Clara	W. Sampson	Brit. sh	938	Borneo Co., Limited	San Francisco
Eastern Monarch	A. Donaldson	Brit. sh	1706	Melchers & Co	
Fabius	G. T. Stolze	Siam. sh	635	Kim Tye Loong	
Figaro	E. Berard	Fren. bk	434	Gas Co	
Fray Bentos	R. Mota	Peru. sh	410	J. J. dos Remedios & Co	Callao
Gloucester	Vincent	Brit. bk	526	Rozario & Co	Dunedin
G. T. Ray	P. Fraser	Brit. bk	356	Vogel, Hagedorn & Co	New York
Haze	Wilkinson	Amr. sh	862	Jardine, Matheson & Co	
Humboldt	A. F. Stoll	Ger. bk	330	Ed. Schellhass & Co	Bangkok
Johanne	A. Firmbacher	Ger. bg	252	Wm. Pustau & Co	
Johann Carl	E. Gutsmutha	Ger. bk	387	Wm. Pustau & Co	
Johann Smidt	H. Rohkar	Ger. bk	432	Wieler & Co	
Keiohalon	A. Lanco	Fren. bk	267	Landstein & Co	
Kim Yung Tye	H. Otto	Siam. bk	349	Chinese	
Krung Taep	N. Dahrssen	Siam. bk	488	Siemssen & Co	
Lammermuir	J. N. Smart	Brit. sh	1054	Gibb, Livingston & Co	Singapore
Lizzie	Inokey	Brit. bk	385	Broadbear, A'thony & Co	
Lunalilo	W. H. Marston	Haw. bk	473	Vogel, Hagedorn & Co	San Francisco
Madone	Hugh	Fren. bk	458	Landstein & Co	Singapore
Meteor	N. B. Dircksen	Ger. bk	594